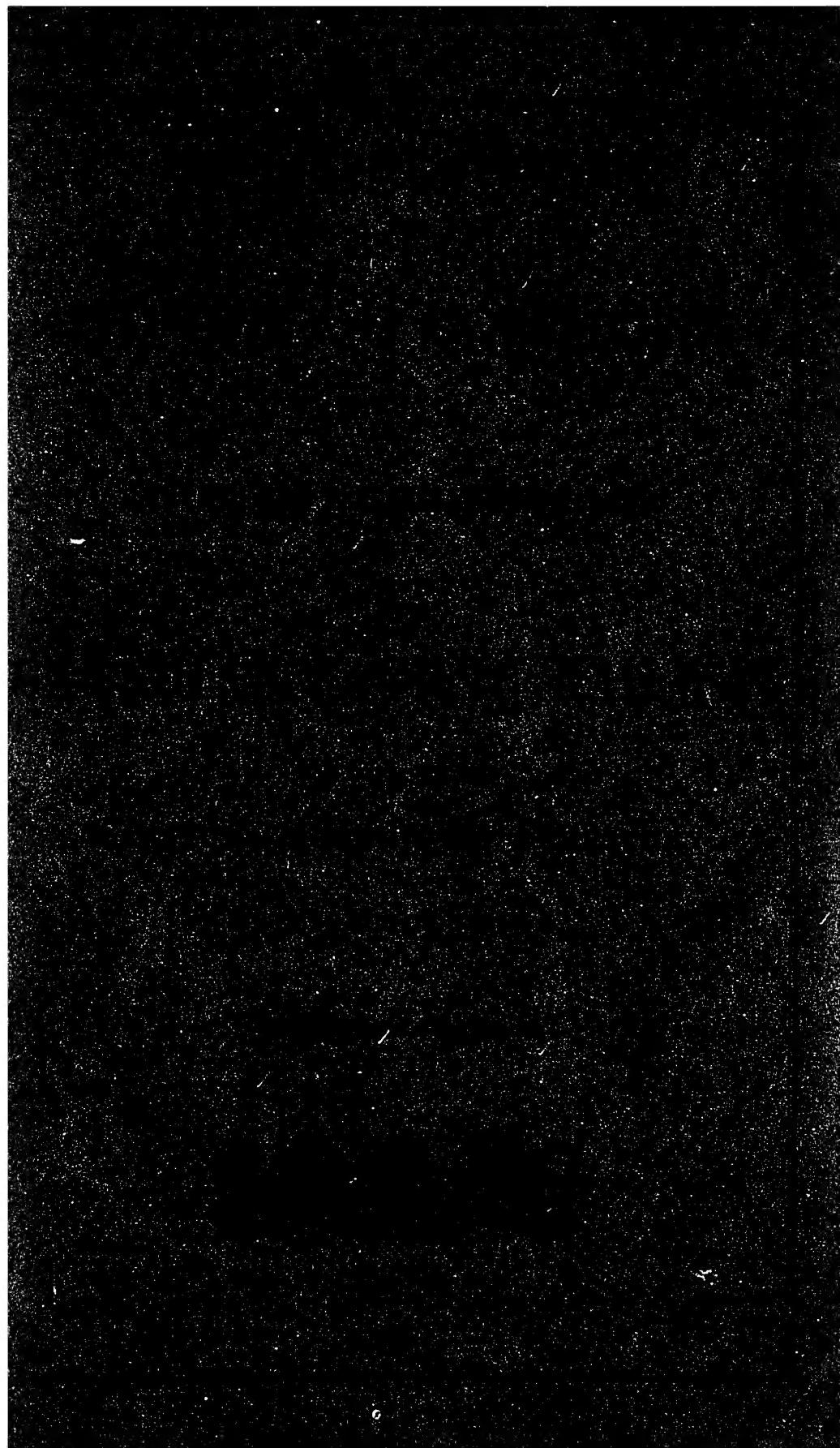


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## RETURNS AND ADDRESSES

TO THE

# HOUSE OF COMMONS

RELATIVE TO THE

## SURVEYS AND APPROPRIATIONS OF LANDS

FOR THE CONSTRUCTION OF THE

# CANADIAN PACIFIC RAILWAY

IN THE PROVINCE OF

MANITOBA, NORTH-WEST TERRITORY

AND

BRITISH COLUMBIA.

Printed by Order of Parliament.



Short Library

OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1881.



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## RETURN

(21d)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 16th December, 1880 ;—  
For a Copy of any Order in Council granting Tracts of Land in the North-West to any Railway Company other than the Manitoba South Western Colonization Company, together with the Application for such Grants, and all Correspondence and Orders in Council connected therewith, and a Statement of the Lands selected thereunder ; also for a Copy of any Order in Council as to the Route or Termini of any such Railways, and of any Correspondence in connection therewith.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,  
7th February, 1881.

*Secretary of State.*

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

## RETURN

(21e)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 16th December, 1880 ;—  
For a Copy of the Order in Council granting about 1,328,000 Acres of Land in the North-West to the Manitoba South-Western Colonization Railway Company, together with the Application for such Grant and all Correspondence and Orders in Council connected therewith, and a Statement of the Lands selected thereunder ; also for copy of any Order in Council as to the Route or Terminus of the Railway, and of any Correspondence in connection therewith.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State  
7th February, 1881.

*Secretary of State.*

OTTAWA, 24th January, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Address from the House of Commons, a copy of the Order in Council granting about 1,328,000 acres of land in the North-West to the Manitoba South-Western Colonization Railway Company, together with the application for such grant and all correspondence

21d-1

and Orders in Council connected therewith, and a statement of the lands selected thereunder; also copy of all Orders in Council as to the route or terminus of the railway; and all correspondence in connection therewith, so far as is on record in this Department.

I have the honor to be, Sir, your obedient servant,  
J. S. DENNIS, *Deputy Minister of Interior.*

Under-Secretary of State, Ottawa.

OTTAWA, 1st December, 1879.

SIR,—I have been requested by the Board of Directors of the Manitoba South-Western Colonization Railway Company to make application on their behalf for such assistance in the way of a money or land grant as may be given in accordance with the policy of the Government towards such feeders of the Canadian Pacific Railroad.

I am instructed to say that it is the intention of the Railway Company to proceed vigorously with their line, and, as they scarcely hope for a grant of land within the present railway belt, they ask to be allowed to purchase, through such portions of the railway belt as their line may be located, a belt of six miles wide on each side of their line, at the rate of one dollar per acre. They believe that if, by running their line through such lands as are vacant, they enhance the value of the lands, that they should be put in a position to derive such advantages as may be had from that fact, and that if the one dollar per acre is paid they should be allowed to purchase the belt in question.

I have the honor to be, Sir, your humble servant,  
JOHN SCHULTZ.

Right Hon. the Minister of the Interior.

OTTAWA, 26th January, 1880.

SIR,—I have been instructed by the Board of Directors of the Manitoba South-Western Colonization Railway Company to purchase for them thirty thousand acres of land in such portions of Belt E. as their line is likely to pass through. I find on enquiry that all of such land between the principal meridian and the fourteenth township west has already been purchased, and that any selection made by me must be in some of the townships west of the fourteenth in Belt E., which have been blocked and sub-divided during the past summer. In view of this fact I respectfully beg to be allowed to deposit the money in question with the Department, with a view to making the selection of the lands so soon as the surveyors' returns are received by the Department. I may explain that the object of the company in purchasing these lands along their line is to take advantage of the enhancement of value caused by the building of their railroad, and as a means of aiding them in providing the means for the construction of their line.

I have the honor to be, Sir, your humble servant,  
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,  
OTTAWA, 21st February, 1880.

MEMORANDUM—In submitting the letter beneath of the Hon. Dr. Schultz, dated the 26th ult., in which he asks to be allowed to deposit money in advance, with the view to obtaining a selection of lands in townships surveyed this season, but of which the plans and field notes have not yet been received at this office, the undersigned begs for instructions as to his reply, as the case is one of a transaction of more than

routine magnitude, and also in view of the fact that similar previous applications from private individuals have been answered in the negative.

Respectfully submitted,  
A. RUSSELL,  
*For Surveyor-General.*

Lieut.-Col. J. S. DENNIS, Deputy Minister of the Interior.

OTTAWA, 19th February, 1880.

SIR,—I have the honor, on behalf of the Manitoba South-Western Colonization Railway, to make application for the purchase of a quantity of land in Belt E, through which their line is likely to pass.

In view of the fact that all of the surveyed portion in Belt E, on the southern side of the Province, has been taken up, the railway company desire to purchase in the two ranges of townships west of the existing surveys and in townships the survey returns of which are now being made to your Department.

The company desire to deposit the money, \$3,000, now, and make the selections as the surveyors' returns come in.

I have the honor to be, Sir, your humble servant,  
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

OTTAWA, Monday.

MY DEAR SIR JOHN,—As it is now some time since you promised that the matter of the proposed purchase of land by the Manitoba South-Western Colonization Railroad should be decided upon, you will excuse me reminding you of the reasons I then urged for the matter being disposed of soon. I believe that you are likely to receive many such applications made with speculative intent, and that the sooner the line is drawn by Order in Council, or otherwise, between lands held by private parties for a speculative purpose, and those held by a railway which develops a rich part of the country the better.

Let me again urge you to let me know as early as you can what view those whose duty it is to report upon the matter take of it, and what is likely to be done by you in the matter.

Regretting to have occasion to trouble you, when I know you to be very much pressed.

Very faithfully yours,  
JOHN SCHULTZ.

Right Hon. Sir JOHN A. MACDONALD, K.C.B., Stadacona Hall.

OTTAWA, 28th April, 1880.

SIR,—Referring to the various communications addressed by me on behalf of the Manitoba South-Western Colonization Railway, in regard to the purchase of lands along their line, I beg to ask on behalf of the said company for permission to purchase twenty-five hundred (2,500), or if possible three thousand (3,000), acres per mile along the line of their extension of charter obtained this season.

They are prepared, as soon as you are pleased to indicate the quantity of land per mile you are willing to allow the purchase of, to indicate the exact location of this extension line and its branches.

I have the honor to be, Sir, your humble servant,  
JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

MANITOBA, SOUTH-WESTERN COLONIZATION RAILWAY,  
WINNIPEG, 25th May, 1880.

DEAR SIR,—Mr. Murdoch, one of the Board of Directors of the Manitoba, South-Western Colonization Railway Company, desires me to write and request you to kindly return to me the map which he left with you showing the line of proposed road through the Province.

I have the honor to be your obedient servant,  
DAVID YOUNG, Secy.-Treas.

To Col. DENNIS, Deputy Minister of the Interior, Ottawa, Ont.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, 23rd June, 1880.

DEAR DR. SCHULTZ,—In referring to the terms upon which the Manitoba, S.-W.C. Railway Company will be allowed to purchase railway lands along its line, Sir John has requested me to inclose you a copy of a letter written to Mr. Wm. Bannerman, M.P., as representing the Souris River and Rocky Mountains Railway Company fixing the acreage and price which the said company are to pay for lands along the latter line mentioned, also the conditions connected with the sale of such lands, and to say to you that your company will be treated similarly, the understanding being that your company shall build 50 miles before the end of next year, and further that the sale of lands in your case shall be held to commence at the western boundary of Manitoba.

Sir John desires me to say that if so disposed, you may communicate these terms to your agent in England forthwith.

Believe me, &c., &c.,

J. S. DENNIS.

The Hon. Dr. SCHULTZ, Winnipeg, Man.

OTTAWA, 23rd June, 1880.

SIR,—The Minister of the Interior, has had under his consideration the subject of your application, on behalf of the Souris and Rocky Mountains Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of the proposed line, at \$1 per acre, as a means of aiding the Company in promoting the construction of the railway.

The Minister now directs me to write you in the following terms:—that is to say:

1. That the gauge, grades, plans, and location of your road must be submitted for the approval of the Government.
2. That upon the Government being satisfied that your company will build the railway, the company may purchase all the railway lands, for six miles on each side of the line, for a distance of fifty miles along the line, at the rate of \$1 per acre for such lands.
3. The quantity of land which the company would be permitted to purchase, as above per mile, is 3,810 acres.
4. The company to pay in cash for such land at the time of purchase.
5. The company to reimburse the Government the cost of survey of the lands purchased by it, the acreage rate to be obtained by averaging the cost of survey of the several townships on each side of the line of railway for each 50 miles independently.
6. The company to build such fifty miles of its road within one year after the Canadian Pacific Railway shall have been completed to the proposed point of junction of the company's line with the said railway.

7. On completion of the 50 miles, in accordance with the next preceding paragraph, the company to be allowed to purchase the railway lands within the said belt of 6 miles, for a second stretch of 50 miles along the line.

8. So long as the company fulfils the condition of completing 50 miles of its road each year, the annual purchase of railway lands in the 6 mile belt, the same being successively in advance of construction as set forth above, may be claimed by the company.

9. It is understood that the purchase of railway lands along the first 50 miles will commence at the outer limit of the 5 mile belt along the Canadian Pacific Railway, that is to say, the company will not be allowed to purchase any railway lands in the present \$5 belt along the said railway at \$1 per acre.

10. In the event of the company not building a given 50 miles in any one year, the Government to have the right to cancel this agreement, so far as relates to the portion of such 50 miles not completed, and to assume entire control of the lands, returning to the company the value of such lands, at the rate of \$1 per acre.

11. It is to be further understood, that in the event of the Government being unable, in consequence of the same having been squatted upon or for any other valid reason of which the Minister of Interior shall be the judge, to sell to the company any certain section or sections of railway lands within the 6 mile belt, the company shall be entitled to purchase lands to the same extent in the same range of sections adjoining, but outside of the said 6 mile belt.

12. The company shall organize immediately, and upon such organization shall forthwith notify the Minister of the Interior of the acceptance of the terms above proposed; failing such notification duly given as above, the company shall be held to have forfeited any and all privileges proposed hereby to be conferred.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS.

*Deputy Minister of the Interior.*

W.M. BANNERMAN, Esq., M.P., Renfrew, Ont.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th July, 1880.*

On a memorandum dated 23rd June, 1880, from the Deputy Minister of the Interior, on the applications on behalf of the Souris and Rocky Mountains Railway Company, the South Saskatchewan Valley Railway Company and the Manitoba South-Western Colonization Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of the proposed lines of the companies at \$1 per acre, as a means of assisting to promote the construction of the Railways.

The Honorable the Ministers of the Interior and Railways and Canals to whom this subject of sale or disposition of lands in the North-West in aid of Colonization Railways has been referred, beg leave to report that they concur in the recommendations of the Deputy Minister of the Interior, and submit the same for the favorable consideration of Council.

The Committee concur in the foregoing recommendation and submit the same to Your Excellency's approval.

Certified,

J. O. COTÉ, C.P.C.

Hon. Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 23rd June, 1880.

(Memorandum.)

The undersigned has the honor to report to the Minister on the application which has been made on behalf of the Souris and Rocky Mountains Railway Company, recently chartered, to purchase a quantity of railway lands in the vicinity of

the proposed line of the company, at \$1 per acre, as a means of assisting to promote the construction of the railway.

The undersigned has given much consideration to the subject of affording direct encouragement to companies willing to undertake the construction of second class or colonization railways throughout the North-West Territories, by making a sale of lands along the line of such railway at such a price as would afford a fair margin of profit to the company upon the sale of such lands by it, the building of the railway being assured; and he is of opinion, as regards the application in question, that the terms hereinafter suggested are such as will commend themselves as being in the public interest.

Further, he is given to understand by Mr. Wm. Bannerman, M.P., acting on behalf of the railway company mentioned, that the same will be acceptable to the company. The undersigned respectfully recommends the following to the favorable consideration of the Minister, that is to say:—

1. That the gauge, grades, plans, and location of said road shall be submitted for the approval of the Government.

2. That upon the Government being satisfied that said Company will build the railway, the company may purchase all the railway lands for six miles on each side of their line for a distance of fifty miles along the line, at a rate of \$1 per acre for such lands.

3. The quantity of land which the company will be permitted to purchase as above per mile to be 3,840 acres.

4. The company to pay in cash for such lands at the time of purchase.

5. The company to reimburse the Government the cost of survey of the lands purchased by it, the average rate to be obtained by averaging the cost of survey of the several townships on each side of the line of railway for each fifty miles independently.

6. The company to build such fifty miles of its road within one year after the Canadian Pacific Railway shall have been completed to the proposed point of junction of the company's line with the said railway.

7. On completion of the fifty miles in accordance with the next preceding paragraph, the company to be allowed to purchase the railway lands within the said belt of six miles, for a second stretch of fifty miles along the line.

8. So long as the company fulfils the condition of completing 50 miles of its road each year, the annual purchase of railway lands in the 6 mile belt, the same being successively in advance of construction as set forth above may be claimed by the company.

9. It is understood that the purchase of railway lands along the first 50 miles will commence at the outer limit of the 5 mile belt along the Canadian Pacific Railway, that is to say, the company will not be allowed to purchase any railway lands in the present \$5 belt along the said railway at \$1.00 per acre.

10. In the event of the company not building a given 50 miles in any one year, the Government to have the right to cancel this agreement, so far as relates to the portion of such 50 miles not completed, and to assume entire control of the lands, returning to the company the value of such lands at the rate of \$1.00 per acre.

11. It is to be further understood that in the event of the Government being unable in consequence of the same having been squatted upon or for any other valid reason—which the Minister of the Interior shall be the judge—to sell to the company any certain section or sections of railway lands within the 6 mile belt, the company shall be entitled to purchase lands to the same extent in the same range of sections adjoining, but outside of the said 6 mile belt.

12. The company shall organize immediately, and upon such organization shall forthwith notify the Minister of the Interior of the acceptance of the terms above proposed, failing such notification being given as above, the company shall be held to have forfeited any and all privileges proposed hereby to be conferred.

13. The undersigned further recommends that the above provision be extended to the South Saskatchewan Valley Railway Company, also chartered during the recent Session of Parliament.

14. An application of a similar nature to that made on behalf of the Souris and Rocky Mountains Railway Company having been preferred by Dr. Schultz, M.P., as representing the Manitoba South-Western Colonization Railway Company, the undersigned recommends that the same be dealt with on the basis hereinbefore proposed, the only exception being:-

(A.) That the Manitoba South-Western Colonization Railway Company will be required to have 50 miles of its road in operation in the course of the year 1881; and

(B.) That the sale of lands along this company's line at \$1.00 per acre shall commence from the westerly limit of the Province of Manitoba.

Respectfully submitted,  
J. S. DENNIS, *Deputy Minister of the Interior.*

The undersigned, to whom this subject of sale or disposition of lands in the North-West in aid of Colonization Railways has been referred, beg leave to report that they concur in the memorandum of the Deputy Minister of the Interior, and submit the same for the favorable consideration of Council.

JOHN A. MACDONALD,  
CHARLES TUPPER.

26th June, 1880.  
The Right Hon. Sir JOHN A. MACDONALD, K.C.B.,  
Minister of the Interior, Ottawa.

*Cable.*

MONTREAL TELEGRAPH COMPANY, OTTAWA, 8th July.

Has Order in Council re South-Western Railway land grant been passed? Please reply.

J. A. CODD.

Col. DENNIS, Deputy Minister of the Interior, Ottawa.

*Answer.*

Yes. Three thousand, eight hundred and forty acres per mile, at one dollar per acre, outside of Province.

J. S. DENNIS.

OTTAWA, 24th September, 1880.

SIR,—I am directed by the Board of the Manitoba South-Western Colonization Railway Company to make application for the purchase (at one dollar per acre) of all Government lands now for sale between Winnipeg and Rock Lake, for a distance of five miles on each side of their railroad line.

Having let a contract for the construction of this portion of their line, they are anxious to complete the purchase referred to at once.

I have the honor to be, Sir, your humble servant,  
JOHN SCHULTZ.

Right Hon. the Minister of the Interior Ottawa.

OTTAWA, 24th September, 1880.

SIR,—Referring to the proposed purchase of railway lands from the Government by the Manitoba South-Western Colonization Railway, I have the honor to inform you that the company will very shortly be in a position to complete the same for a distance, say, of one hundred miles westerly of the Province of Manitoba.

We understand the Government to have agreed to sell to the company 3,840 acres per mile for the whole line, including the portion within the Province of Manitoba. The quantity of land, therefore, covered by the 100 miles will be 100X

$3,840 \times 2 = 768,000$  acres. The company will be prepared to pay this amount very shortly, say by the close of the current year.

May I ask to be informed the position of the lands in question, and whether the Government are now in a position to carry out the sale to the company?

I have the honor to be, Sir, your humble servant,

Right Hon. the Minister of the Interior, Ottawa.

JOHN SCHULTZ,

For M. S. W. C. R. R. C.

Telegram.

WINNIPEG, 6th October, 1880.

J. S. DENNIS, Deputy Minister of the Interior.

Map with location will be sent you at earliest possible moment.

DAVID YOUNG, Secy.-Treasurer.

Reply.

OTTAWA, 6th October, 1880.

DAVID YOUNG, Winnipeg.

Important we should know at once probable time map will arrive.

J. S. DENNIS.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 14th October, 1880.

DEAR SIR,—In reply to your telegram of 6th inst., I am directed by the Board to inform you that it is impossible at the present moment to give you the exact location of the line of the road within the Province, but that at the earliest possible moment it will be sent to you. I am further instructed to inform you that a map is filed in the office of the Hon. Minister of Railways and Canals, showing two lines of road, either of which would receive the assent of the Government (under date of 13th August, 1880), and possibly such information as you require may be gathered therefrom.

The Board sincerely thank you for your attention in the matter, and if you cannot get the necessary information from the source mentioned, the actual location in any case will be pushed forward to completion.

The country north and south of Pembina Mountain is broken and crossed by many ravines which necessitate careful action in locating, thereby causing some delay.

Assuring you of the desire of the Board to meet your views at the earliest possible moment,

I remain your most obedient servant,

DAVID YOUNG, Secretary-Treasurer.

P.S.—Enclosed copy of letter from Department, dated 13th August, 1880.

J. S. DENNIS, Esq., Deputy Minister of Interior, Ottawa.

OFFICE OF THE MINISTER OF PUBLIC WORKS, CANADA,

OTTAWA, 13th August, 1880.

SIR,—Your letter of 13th instant, on behalf of the Manitoba and South-Western Colonization Railway Company, submitting a map of the Province of Manitoba showing the proposed location of your road from Winnipeg to Rock Lake is received.

By the terms of the Act of Parliament the Governor in Council cannot approve the location of your road on either line unless you comply with the provisions of the law, which, amongst other things, requires the absolute location with plans, books of

reference, description, &c., &c., and the deposit of the same at the places indicated after their approval by the Governor in Council.

I may, however, state that having mentioned this matter to several of my colleagues I am under the impression that the general direction of either of these lines would be acceptable to the Government.

I remain, Sir, your obedient servant,

HECTOR L. LANGEVIN,  
*Acting Minister of Railways and Canals.*

JOHN SCHULTZ, M.P., Winnipeg, Manitoba.

Certified to be a true copy.

DAVID YOUNG, *Secretary-Treasurer.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd October, 1880.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 14th instant, accompanied by a letter from the Minister of Public Works, dated the 13th August last, on the subject of the location of the line of your railway. I regret that the location is as yet so indefinite.

Yours, &c.,

J. S. DENNIS, *Deputy Minister of Interior.*

DAVID YOUNG, Esq., Winnipeg, Manitoba.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,  
WINNIPEG, 14th October, 1880.

SIR,—I am directed by the Board of Directors of the M. S. W. C. R.R. to request that you will send by return mail, copies of the parish maps of St. James, St. Charles and Headingley.

I enclose \$4 which I am informed will cover the cost.

Soliciting your early attention to the above.

I have the honor to be, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

P. S.—Enclosure \$4.

LINDSAY RUSSELL, Esq., Surveyor-General, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,  
OTTAWA, 4th November, 1880.

SIR,—I am instructed by the Board of Directors of the Manitoba South-Western Colonization Railway Company, to inform you, that they are now in a position to carry out successfully the rapid completion of their road, and as an evidence of their intention to do so, beg leave to refer you to the following:

1st. Enclosed find a copy of the mortgage trust deed, between our company of the one part, and Right Hon. Baron Monck, K.C.M.G., Henry Cecil Raikes, Esq., M.P., Henry Rainsford, Esq., and Ernest Carpmeal, Esq., trustees for the bondholders of the other part.

2nd. A contract has been entered into for the construction of 119 miles of road from Winnipeg to a point at or near Rock Lake, and the contractor is now actively engaged carrying on the work, several miles having been already graded.

3rd. The company have built a passenger station and freight shed in the City of Winnipeg, which is at present used and occupied by the Canadian Pacific Railway.

4th. The railway and traffic bridge, now being built across the Red River, is rapidly approaching completion.

5th. The surveys and right of way, are both being rapidly pushed forward.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

Minister of the Interior, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

OTTAWA, 4th November, 1880.

SIR.—Referring to the verbal assurance made to Maddison & Co., of London, England, and to members of the Board of the Manitoba South-Western Colonization Railway Company here, to the effect that the company will be allowed to purchase from Government lands west of the Province of Manitoba, 3,840 acres per mile, for that portion of their road constructed within the Province. I am instructed to inform you, that the contract for construction within the Province covers 119 miles, and to request you to indicate whether it is the intention of the Government to place the belt to be thus purchased, immediately adjacent to the 3,840 acres per mile, adjacent to the line, and whether this double belt is to commence at the western limit of the Province.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

Minister of the Interior, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

OTTAWA, 5th November, 1880.

SIR.—Referring to a communication of Dr. Schultz, M.P., on behalf of the Directors of the Manitoba South-Western Colonization Railway Company, dated 24th September last, in which you were informed among other things "that the Company will be very shortly in a position to complete the purchase of railway lands for a distance of say 100 miles west of the Province of Manitoba." I am now directed by the Board to state that they are prepared to purchase such land, in accordance with the conditions expressed in a letter bearing date 23rd June, 1880, being 3,840 acres per mile for a distance of 50 miles westward from the boundary line of the Province, and to pay for the same at \$1 per acre.

I have further to inform you that the gauge adopted by the company is 4 ft.  $8\frac{1}{2}$  inches in width, and the grades and curves shall not exceed those laid down for the 1st and 2nd hundred miles of the Canadian Pacific Railway west of Red River.

Herewith I enclose a map showing the general location of the line of railway from Winnipeg to Rock Lake.

I am further instructed to refer you to a communication of the company bearing date the 4th November, inst., for the information of your department as to the present financial condition of the company and their ability to construct the line.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, *Secretary-Treasurer.*

To Right Hon. Sir JOHN A. MACDONALD, K.C.B., &c., &c., Ottawa.

(*By Telegram from St. Paul, Min.*)

MONTREAL TELEGRAPH COMPANY, OTTAWA, 23rd Nov., 1880.

Kindly wire us, Winnipeg, whether copy of Order in Council was sent to Codd as agreed.

JOHN SCHULTZ,  
DAVID YOUNG.

To Col. DENNIS Deputy Minister of the Interior.

MONTREAL TELEGRAPH COMPANY, 24th November, 1880.

Ministers of Railways and Interior having considered your message of yesterday I am directed to reply that Order in Council will pass on approval of location and grades—which should be submitted as soon as possible,—further that the original line east of Nelsonville, passing near Morris will be required by the Government.

J. S. DENNIS.

Hon. Dr. SCHULTZ, Winnipeg Manitoba.

(By Telegram from Winnipeg.)

MONTREAL TELEGRAPH COMPANY, OTTAWA, 28th November, 1880.

Location and grades will be forwarded in a few days. Scoble's report sent to my address—your care. Have you received it?

DAVID YOUNG, Secretary.

To J. S. DENNIS, Deputy Minister of the Interior.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY.

WINNIPEG, 27th November, 1880.

DEAR SIR,—The report of Mr. Scoble, which we promised to send you, went forward to my address, Queen's Hotel, Toronto, with instructions, if I were not there to be sent on to *your care*, Ottawa. I wired you to that effect to-day and if you have it, open it and please fyle, if *not* we will at once send you duplicate. I am happy to say that his report of the country indicates that the course west of the Provincial boundary, as laid down by you, is most desirable in every way.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, Secretary-Treasurer.

To Colonel DENNIS, Deputy Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 3rd December, 1880.

DEAR SIR,—The report of your engineer, to which reference was made in your letter of the 27th ult., and in your preceding telegram, has never reached me. I need hardly say that I will be glad to receive the plans of location, etc., as soon as possible.

In my message to Dr. Schultz, of the 24th ult., I explained that my Minister and the Minister of Railways and Canals, after consultation, decided to require that the road easterly of Nelsonville should follow, as nearly as possible, the line laid down on the map by Mr. Murdoch with the Surveyor-General here last spring; that is, running south-westerly from Winnipeg to the first principal meridian, in township 8, then south upon the meridian to about the middle of township 6, thence south-westerly to intersect the north-western angle of township 3, in the fourth range west; thence to Nelsonville, from which point the line recently selected by you would be followed.

I have, &c.,

J. S. DENNIS.

DAVID YOUNG, Esq., Winnipeg, Manitoba.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 14th December, 1880.

DEAR SIR,—I beg leave to acknowledge the receipt of yours of 3rd December, touching the location of the line of the Manitoba South-Western Colonization Railway.

I send you by this mail a plan as prepared by Mr. Scoble of the location from the Pembina River to the first crossing of the Souris River, and I enclose you his report on the same, and also from that point to the Souris Coal Fields.

I am requested by the Board to state that they regret the delay in your receiving this report.

I have the honor to be, Sir, your obedient servant,

DAVID YOUNG, Sec.-Treas.

J. S. DENNIS, Esq., Deputy Minister of the Interior, Ottawa.

*To the President and Directors of the Manitoba South-Western Railway Company ::*

GENTLEMEN,—In accordance with instructions received from the secretary of your company, dated 5th October, that I should make an exploratory survey from the point reached by me last September and extending westward to 'La Roche Percée,' in the vicinity of the coal mines upon the Souris River, I have the honor to report that I left Winnipeg on the 10th October, and proceeded via Emerson to the crossing of the Cypress River (Clear-water), taking up the line of road from that point. (Sections 28, 21, Township 2, Range 12 West.)

It will doubtless be within your recollection that I advised running in and out of two coulees at the Cypress River crossing, and that the coulée on the west side of the river tended slightly to the southward. Following the course of the coulée, we reach the terreplein, about one and a-half miles from the valley, and emerge in a slightly broken rolling country, but which is intersected by a low level through which the line can be carried until it reaches Section 24, Township 2, Range 13 West, where a ravine known as Atkins' Ravine intervenes. As this ravine runs to the foot of a line of sand hills or ridges (apparently an old lake ridge) which extends the whole length of Rock Lake, it will be necessary to cross the head of the ravine by a trestle-work, which would be approximately 80 to 100 feet long. From this point the land is fairly level until a deep ravine is reached in Section 32, Township 2, Range 13 West, which cuts diagonally across the plateau to the base of the sand hills.

This ravine must also be crossed by a trestle, approximately 200 feet in length and about 60 feet in depth at the centre. From thence to within one and a-half miles of the Badger Creek, the country is perfectly level and presents no obstacle to railroad work. From this point the land is more broken, and is intersected with clumps of scrub and groves of small poplar. At the ravine formed by Badger Creek a very considerable trestle will be required, as there is no opportunity for running in and out of the valley, as in the case of the 1st Pembina and Cypress crossings. The banks of the ravine are high and abrupt, and the width is nearly three-quarters of a mile at the point selected for crossing. There is plenty of suitable timber available for the trestle-work within a reasonable distance. After crossing the Badger, the country is slightly broken and scrubby for about a mile, when it emerges upon a beautiful level prairie, which extends to the north-west as far as the ravine at the foot of Pelican Lake. In order to avoid the ravines which cut into this prairie, it will however be necessary to turn to the west from the Badger crossing in the 3rd tier of sections (Tp. 3, R. XV, W.) curving into the 4th tier of sections in Tp. 3, R. XVI W., in order to avoid the pond holes and broken ground in the southern part of the township. Thence the line runs through a slightly undulating country, intersected with small pond holes, until the crossing of a stream (which I believe to be the main source of the Pembina River) which intersects diagonally Tp. 3, R. XVII W. The crossing of this river is the most difficult that will occur in the whole line. The ravine is from 100 to 120 feet deep, the banks being quite precipitous in places, and the width cannot be less than a mile. It is impossible that by deflecting the line farther south a more favorable crossing might be found, but I preferred to run the risk of taking this crossing rather than enter the more broken country to the south.

After crossing this river there are no obstacles of any consequence. Township 3, Range XVIII W., is slightly rolling, and so is the last half of the same township in Range XIX, the land in both instances being more level at the north than the south end of the township. The west half of Township 3, Range XIX, is less rolling, and Township 3, Range XX, is undulating, running to a fine, level prairie at its western side, where it slopes gradually to the level of Whitewater Lake in Township 3, Range XXI.

Whitewater Lake is a considerable body of water, occupying one-third of Township 3, Ranges XXI and XXII. On the south side of the lake, a fine, level strip of prairie from one and a-half to four miles in width stretches from the shore of the lake to the foot of what has evidently been the old lake ridge, which is at an elevation of about 80 feet, and considerably cut up by ravines. The course of the line, therefore, follows the lake shore on the south side to its western end, where it enters a wide hay marsh that loses itself in the prairie level in Township 3, Range XXIII.

From this point through Ranges XXIV, XXV and XXVI the line passes through an unbroken prairie intersected with dry pond holes, and sufficiently level to admit of an air line.

Before reaching the Souris, in Townships 2 and 3, Range XXVII, a dry coulée must be crossed, which varies from one to three miles in width, and from 60 to 100 feet in depth. This had evidently at one time been the bed of the river, which has been diverged to its present channel by some convulsion of nature, and now follows an almost parallel course for some 10 miles. The valley of the river and this coulée unite at the junction of Townships 3 and 4 and Ranges XXVII and XXVIII, and again in the third tier of sections in Township 2, same Ranges. In order to avoid this coulée, therefore, I should counsel that the road should deflect to the north or south, so as to make one crossing instead of two, which would occur if the line were carried due west. The country is equally favorable (for road purposes) to the north and south, but I give the preference to the northern route, as the land is of better quality, and as in the farther extension of the line to the west it would be possible to avoid crossing the South and North Antler Creeks, and of again crossing the Souris itself.

The northern crossing of the Souris above referred to would offer about the same obstacle as that of the first crossing of the Pembina. The united valleys of the dry coulée and the river are about four miles in width, and afford an excellent chance of running in and out by means of coulées. That on the east side is a very easy grade, while that on the west is more abrupt, though practicable.

If this crossing is chosen, the line could run almost due west to the elbow of the Souris, about 10 miles to the west of  $102^{\circ}$ , and could then turn south-westerly to the "Roche Percée" or other objective point for the road. I am aware that this was not the course indicated to me for the line of road, but as it traverses a better country, offers less obstacles to overcome, and avoids the crossing of three streams, I venture to recommend its consideration by the Board.

It will be seen by the foregoing that I have carried the line nearly the width of one township to the north, from that which was indicated to me in my instructions from the Board. I have done so because I found that the route indicated was very much more broken, and passed through a very much less valuable country than the route I have selected. The northern half of Township 3 itself is better quality of land than the southern, and in most sections is surpassed by Township 4. I should, therefore, suggest that the lands to be selected by the company should be rather north than south of the railway line.

The general character of the land in Township 3, is as follows:—

Range XIII W., south side Rock Lake, good bottom land. North side Rock Lake, high rolling prairie, sandy loam towards northern end of township.

Range XIV W. Centre part of township fairly wooded in river valley and Badger Creek, some swamp at west end of Rock Lake, remainder rolling prairie, rather more level towards south side of township.

Range XV W. Centre of township very level prairie, broken by two or three deep ravines. South side township much broken by pond holes and swamps, north half, beyond Lakes Louise and Lorne, high scrubby land.

Range XVI W. South half full of pond holes and sandy knolls, north half more level, and better soil.

Range XVII W. Intercepted diagonally by Pembina River. Well wooded and watered. Best land on west side of river.

Range XVIII W. Very good township, rolling prairie. Few pond holes on south side.

Range XIX W. South half broken by ravines. North half more level, some part of it intersected with pond holes. Found sandstone rock exposed in ravine (poor quality).

Range XX W. Undulating prairie, a good deal of hay land on west side near Whitewater Lake.

Ranges XXI and XXII W. Good bottom land near south side of lake. Ridges more sandy. Clay loam on north side, rolling prairie.

Range XXIII W. Clay and gravel soil, level prairie, more rolling to north. Hay land on west end Whitewater Lake.

Ranges XXIV, XXV and XXVI W. Gently undulating prairie, soil poor, intersected with dry swamp holes, water bad. General character of land better towards north.

Range XXVII W. Intercepted by valleys of dry coulée and Souris River, much broken, some good land towards northern end, valley of river fairly well wooded with oak and some poplar.

Range XXVIII W. Level prairie, good land, more broken at northern end of township.

There will be no difficulty in obtaining suitable ballast upon the whole section of line from Rock Lake west, and the general character of the construction, with the exception of the Badger and Pembina (2nd) Crossings is of little difficulty. When the location of the line is made I feel convinced that an easy route can be found upon the lines indicated in the accompanying sketch plan. Further details can be furnished when required.

I have the honour to be, Sir, Your obedient servant,

THOS. C. SCOBLE.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 26th December, 1879.

SIR,—I am instructed by the above railway company to make application for a patent to them of the lands in the enclosed certified copy of deed from the trustees of Point Douglas Common to the company, more particularly described, known on the registered map of the City of Winnipeg as Victoria Park.

I also enclose abstract of title. The company require the said lands for station ground, &c., and have already erected a station thereon.

I have the honor to be, Sir, your obedient servant,

S. C. BIGGS, *Solicitor for the Company.*

To the Surveyor-General, Ottawa.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY,

WINNIPEG, 31st December, 1879.

SIR,—I am instructed by the above named company to make application for patent for the following lands for railway purposes, namely, Blocks Nos. 21 and 22, immediately west of Victoria Park, and bounded by Robinson, Dufferin, Aikins and Sutherland streets, and also the further strip of land extending north-westerly from Aikins to McPhillips streets, and contained laterally between the extensions in a

north-westerly direction of the lines of Dufferin and Sutherland streets. Any further particulars will be furnished if required.

An immediate reply will oblige.

I have the honor to be, Sir, your obedient servant,

S. C. BIGGS, *Solicitor for the Company.*

Surveyor-General of Dominion Lands, Ottawa.

OTTAWA, 13th August, 1880.

SIR,—I have the honor, on behalf of the Manitoba South-Western Colonization Railway, to make application for a Patent for Victoria Park, in the Point Douglas reserve, and to enclose:

1. Resolution of the Board.
2. Deed from trustees to the company. Deed and abstract are filed in the Department.
3. An abstract from Registry Office.

4. Copies of correspondence between the company's solicitor and your Department.

I beg to call the attention of the Department to the fact, that in accepting the offer of the Government to the Point Douglas Point Holders of acre per acre for their Point Holdings, it was understood and is set forth in the preliminary correspondence, that all deeds of the trustees made prior to the acceptance of the Government offer referred to, should be recognized by the Government and patents made to their holders, and that the deed from the trustees, herewith enclosed, was made and registered several months preceding such acceptance.

I have the honor to be, Sir, your humble servant,

JOHN SCHULTZ.

Right Hon. Minister of the Interior, Ottawa.

WINNIPEG, Manitoba, 26th July, 1880.

COPY of Resolution passed by the Board of Directors of the Manitoba South-Western Colonization Railway Company held the 26th day of July, 1880.

"Moved by W. H. Lyon, seconded by W. Murdoch, that Dr. John Schultz and William Bannerman be requested to procure from the Dominion Government a Patent for the station grounds of the Company, and also ascertain on what terms the Dominion Government would set aside for railway purposes of the Manitoba South-Western Colonization Railway, a block of land equal in width to the present station grounds, running in a north-westerly direction to the city limits."—Carried.

A true copy.

DAVID YOUNG.

(L.S.)

OTTAWA, 27th September, 1880.

SIR,—On behalf of the Manitoba South-Western Colonization Railway Company, I have to request that you will at the earliest possible moment act on their application for a Patent for Victoria Park, Winnipeg, deeded to them last year, by the Point Douglas Trustees.

The Company are now engaged in closing their financial arrangements with a London Syndicate and find it necessary to furnish the proofs of the ownership of their property.

I have the honor to be, Sir, your humble servant,

JOHN SCHULTZ.

Right Hon. the Minister of the Interior, Ottawa.

(By Telegraph from Winnipeg, Man.)

MONTRÉAL TELEGRAPH COMPANY, OTTAWA, 13th November, 1880.

South-Western Railway Company, require for railway yard, switches and land on Point Douglas Common, westerly between Sutherland street and Jarvis street, produced at least six thousand feet from Victoria Park to clear yard of Canadian Pacific Railway, either with view of Union station or exchange of land, doing away with any crossing of tracks by either line; by Mr. Schreiber's request extension of land asked for.

W. MURDOCH, Chief Engineer of M. S. C. Railway.

To J. S. DENNIS.

*Telegram from Colonel Dennis, Deputy Minister of Interior, Ottawa, to William Murdoch, C.E., Winnipeg.*

OTTAWA, 15th November, 1880.

Message not understood. Give particulars in writing and let Schreiber join. What is proposed to be done with land already agreed on with Schreiber for station grounds.

J. S. DENNIS, Deputy Minister of Interior.

MONTRÉAL TELEGRAPH COMPANY, 13th December, 1880.

Please send, without delay, plan shewing lands desired by you, for railway purposes, at Point Douglas. Have seen Schreiber, but we do not understand your recent message.

J. S. DENNIS.

To W. MURDOCH, C.E., Winnipeg.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,  
OTTAWA, 31st January, 1880.

SIR,—I have the honor, by the direction of the Minister of the Interior, to acknowledge the receipt of your letters dated the 26th and 31st December last, making application on behalf the Manitoba South-Western Colonization Railway, for the issue of letters patent for certain lands on Point Douglas Common, and enclosing a conveyance of part of the lands for which a patent is asked from John Sutherland and others, in support of your application.

In reply I am to inform you that the lands applied for are about to be patented to the trustees of the Point Douglas land owners. Any further application relating to the lands in question should be made to the trustees.

I have the honor to be, Sir, your obedient servant,  
LINDSAY RUSSELL, Surveyor-General.  
S. C. BIGGS, Esq., Solicitor, Winnipeg.

P.S.—Your papers are herewith returned to you.

## R E T U R N

(21f)

To an ADDRESS of the HOUSE of COMMONS, dated 21st February, 1881;—  
For Copies of any Order in Council, Correspondence or Papers not  
already brought down, touching any Sale of Land in the North-  
West to any Railway Company.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,  
7th March, 1881.

*Secretary of State.*

[In accordance with the recommendation of the Joint Committee on Printing, the above  
Return is not printed.]

## R E T U R N

(21g)

To an ORDER of the HOUSE OF COMMONS, dated 2nd February, 1881;—  
For a Return shewing the Amount appropriated each Year on Account  
of Dominion Lands, shewing the Sum expended in Surveys, the  
amount expended in Management, the Area Surveyed and the Area  
Surveyed which is still Unoccupied.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,  
7th March, 1880.

*Secretary of State.*

OTTAWA, 5th March, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Order of  
the House of Commons, under date the 2nd February last, a return shewing the  
amount appropriated each year on account of Dominion Lands, shewing the sum  
expended in surveys, the amount expended in management, the area surveyed and  
the area surveyed which is still unoccupied, so far as is of record in this Department.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS,  
*Deputy Minister of the Interior.*

The Under-Secretary of State, Ottawa.

DEPARTMENT OF THE INTERIOR—DOMINION LANDS BRANCH.

**APPROPRIATIONS FOR THE YEARS 1871 TO 1880, INCLUSIVE.**

Year ending June 30.	Authority.	Vote.	Supple- mentary.	Total.	Year ending June 30.	Surveys.	Manage- ment.	Total.	Reference to Public Accounts.	
									\$	cts.
1871	Act 34 Viet, Chap. 1, p. 8, Schedule A.	110,000 00	100,000 00	1871	17,073 95	369 40	17,443 35	Year 1871, p. I., 200		
1872	" 3, p. 10,	" 0,000 00	70,000 00	1872	116,488 10	1,495 76	117,963 86	1872, p. II., 358		
1873	" 3, p. 23,	" 0,000 00	230,000 00	1873	227,597 82	7,758 91	235,356 19	1873, p. II., 233.		
1874	" 26, p. 70,	" 0,000 00	"	1874	279,341 56	3,384 98	286,936 28	1874, p. II., 168.		
1875	" 1, p. 7,	" 0,000 00	"	1875	163,514 02	16,704 90	185,218 92	1875, p. II., 183.		
1876	" 1, p. 24,	" 0,000 00	"	1876	165,580 80	47,260 47	212,841 27	1876, p. II., 189.		
1877	" 3, p. 25,	" 0,000 00	"	1877	55,917 20	36,804 51	90,621 71	1877, p. II., 180.		
1878	" 1, p. 20,	" 0,000 00	"	1878	43,288 76	44,339 76	87,628 52	1878, p. II., 187.		
1879	" 1, p. 8,	" 0,000 00	"	1879	49,513 31	42,260 98	91,473 29	1879, p. II., 207.		
1880	" 1, p. 22,	" 0,000 00	"	1880	81,030 04	66,772 94	147,802 98	1880, p. II., 211.		
1881	" 4, p. 13,	" 0,000 00	"							
1882	" 4, p. 28,	" 0,000 00	"							
1883	" 1, p. 26,	" 0,000 00	"							
1884	" 10, p. 29,	" 0,000 00	"							
			" 29,509 01							
			" 147,009 01							
			" 1,314,900 00							
			" 184,609 01							
			" 1,669,409 01							
			" 1,203,323 76							
			" 265,922 61							
			" 1,463,246 37							

<sup>\*\*</sup>This includes the publication of large editions of maps and pamphlets, advertisements and the pay of extra clerks and land timber agencies and their contingencies.

LINDSAY RUSSELL, Surveyor-General.

Ottawa, 3rd March, 1881.

WILLIAM MILLS, Accountant.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE, OTTAWA, 3rd March, 1881.

Return of the area of land surveyed in Manitoba and the North-West Territories.

	Acres.
In the Settlement Belt Parishes.....	341,666
In the Townships in Manitoba.....	6,632,076
	<hr/>
Total in Manitoba.....	6,973,742
In the North-West Territories.....	5,298,422
	<hr/>
Total.....	12,272,164
Disposed of up to 31st October.....	5,490,741
	<hr/>
Balance disposable.....	6,781,423

LINDSAY RUSSELL, Surveyor-General.

## R E T U R N

(21h)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881;—For  
a Return of the Quantity of Lands actually surveyed,

- 1st. In Manitoba;
- 2nd. In the North-West Territory;
- 3rd. The cost of such Survey to 30th June last;
- 4th. The further cost of such Survey to the 1st November last;
- 5th. The number of Surveyors employed in such Surveys during the last season of operation;
- 6th. The average number of Lots surveyed by such Surveyors during the last three years for each year.

By Command,

JOHN O'CONNOR,

*Secretary of State.*

Department of the Secretary of State,  
7th March, 1881.

OTTAWA, 5th March, 1881.

SIR,—I have the honor to transmit, herewith, in compliance with an Order of the House of Commons under date the 28th January last, a return of the quantity of lands actually surveyed:—

- 1st. In Manitoba;
- 2nd. In the North-West Territory;
- 3rd. The cost of such survey to the 30th June last;
- 4th. The further cost of such survey to the 1st November last;
- 5th. The number of surveyors employed in such surveys during the last season of operation;
- 6th. The average number of lots surveyed by such surveyors during the last three years for each year, so far as is of record in this Department.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, Deputy Minister of the Interior.

Under Secretary of State, Ottawa.

21d-2½



BOSTON LIBRARIES

No. 6.—RETURN of Surveys in Manitoba and the North-West Territory,  
in the Year 1879.

Surveyor.	Nature of the Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Aldous, Montague .....	Standard meridian and base lines.....	264	.....
Beatty, Walter.....	Block outlines of townships.....	60	.....
do .....	Township sub-division .....	90,173·74	.....
Caddy & Hewson.....	do do .....	94,214·33	.....
Crawford, Wm .....	do do .....	95,422·38	.....
Dean, Michael .....	do do .....	95,994·57	.....
Doupe & Drummond.....	do do .....	94,918·57	.....
Doupe & McFie .....	do do .....	18,686·04	.....
Forrest, A. G. ....	Timber limits.....	19	.....
King, W. F. ....	Astronomical section of standard survey .....	.....	.....
Klotz, Otto J. ....	Township sub-division .....	93,821·35	.....
Kirk, Joseph G.....	do do .....	95,910·54	.....
McAree, John.....	do do .....	74,629·25	.....
McArthur, J. J., jun. ....	do do .....	91,912·27	.....
O'Hanly, J. L. P. ....	Block outlines of townships.....	61	.....
Pearce, Wm. ....	do do .....	178	.....
do .....	Timber explorations.....	668	.....
Rainboth, G. C. ....	Timber limits.....	54	.....
Reid, J. L. ....	Township sub-division .....	.....	112,112·23
do .....	Townplot of Battleford .....	25	.....
Russell, A. L. ....	Standard meridian and base lines.....	89	.....
Stewart, Geo. A. ....	Township sub-division .....	.....	84,445·73
Thompson, Augustus C. ....	do do .....	.....	88,240·57
Webb, A. C. ....	Second principal meridian .....	46	.....
	Totals.....	1,464	1,130,481·57

Average number of miles surveyed by each surveyor, 146·4.

Average number of quarter-section lots of 160 acres surveyed by each surveyor, 543.

DOMINION LANDS OFFICE,  
3rd March, 1881.

LINDSAY RUSSELL,  
Surveyor-General.

No. 6.—RETURN of Surveys in Manitoba and the North-West Territory during  
the Year 1878.

Surveyor.	Nature of Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Aldous, Montague.....	Prince Albert and St. Laurent .....	.....	26,128·00
Chapman, C. F.....	Public highways in Manitoba.....	193·50	.....
Dennis, J. S., jr .....	Standard meridian and base lines.....	218·00	.....
Doupe, Jos.....	Re-survey of part of the parish of St. Agathe	42·00	.....
McPhillips, George.....	Parish of Lorette.....	.....	18,509·00
Pearce, Wm. ....	Boundaries of Manitoba.....	145·00	.....
Rancher, R. ....	Sub-division of three townships .....	.....	69,387·79
Reid, J. L. ....	do seven do .....	.....	110,348·87
Russell, A. L. ....	Standard meridian and base lines.....	140·00	.....
Sinclair, Duncan .....	Township sub-division (seven townships) .....	.....	82,562·55
Stewart, E. ....	Re-survey of township boundary.....	12·00	.....
	Totals.....	755·50	306,936·21

Average number of miles surveyed by each surveyor, 125.

Average number of quarter-section lots of 160 acres surveyed by each surveyor, 383.

DOMINION LANDS OFFICE,  
3rd March, 1881.

LINDSAY RUSSELL,  
Surveyor-General.

No. 6.—RETURN of Surveys in Manitoba and the North-West Territory during the Year 1877.

Surveyor.	Nature of Survey.	Number of Miles Surveyed.	Number of Acres Surveyed.
Bray, E.....	Highway in Manitoba .....	136'00	.....
Beatty, W.....	Gimli Road.....	60'85	.....
do	Township sub-division.....	.....	20,376'50
Doupe, J.....	do	.....	23,929'04
Kennedy, L.....	Township outlines .....	33'87	.....
McPhillips, George, jr.....	do sub-division.....	.....	71,868'76
do sen.....	do do .....	.....	24,009'77
Pearce, W.....	Outer two miles of St. Clements, &c. ....	108'00	.....
Stewart, E.....	Township sub-division.....	.....	71,673'38
	Totals.....	338'72	231,691'53

Average number of miles surveyed by each surveyor, 84'68.

Average number of quarter-section lots of 160 acres surveyed by each surveyor, 241.

DOMINION LANDS OFFICE,  
3rd March, 1881.

LINDSAY RUSSELL,  
*Surveyor-General.*

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,  
OTTAWA, 3rd March, 1881.

No. 5.—RETURN of Surveyors employed in the Manitoba and the North-West Territory, during last season's operations:—

*Standard Block Outlines.*

Bray, Edgar,	Pearce, Wm.,
Deville, E.,	Russell, A. L.,
Hart, Milner,	Thompson, W. F.,
McLatchie, J.,	Webb, A. C.,
Ogilvie, Wm.,	King, W. F.
O'Hanly, J. L. P.,	

*Township Outlines.*

Drummond, Thomas,	Rainboth, G. C.,
Klotz, Otto J.,	Riley, G. U.
Miles, C. F.,	

*Township Subdivision Contract Surveys.*

Abrey, G. B.,	Lippé, A. W.,
Armstrong, F. W.,	Lendrum, R. W.,
Beatty, W. & D.,	Morris, John,
Bemister, G. B.,	McArthur, James, sen.,
Bolger, Frank,	McArthur, J. J., jun.,
Brabazon, S. L.,	McNab Archibald,
Breen, Thomas,	McPhillips, George,
Caddy & Hewson,	McPhillips, R. C.,
Caddy, Edward,	O'Keefe, D. C.,
Carbert, J. A.,	Reid, J. L.,

Clementi, T. B.,  
 Cotton & McAree,  
 Evans & Bolger,  
 Garden, G. F.,  
 Hermon, R. W.,  
 Jephson, R. J.,  
 Lett, C. A.,

Reiffenstein, J. H.,  
 Snow, J. A.,  
 Sinclair, Duncan,  
 Staunton & Jones,  
 Stewart, John,  
 Unwin, Charles,  
 Wagner, William.

LINDSAY RUSSELL,  
*Surveyor General.*

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,  
 OTTAWA, 3rd March, 1881.

Return of the quantity of lands actually surveyed in Manitoba and the North-West Territory.

No. 1. In Manitoba—	Acres.
In the settlement belt parishes.....	341,666
In the townships.....	6,632,076
Total in Manitoba.....	6,973,742
No. 2. In the North-West Territory.....	5,298,422
Grand total.....	12,272,164

Standard base and meridian lines, &c., 10,492 miles.

No. 3. Cost of survey, to 30th June, 1880.....	\$1,203,323 76
No. 4. Further cost, to 1st November, 1880.....	98,823 80
No. 5. Number of Surveyors employed (see list herewith.)	
No. 6. Surveys during the last three years do	

LINDSAY RUSSELL.  
*Surveyor-General.*

## RETURN

(21)

To an ORDER of the HOUSE OF COMMONS, dated 22nd December, 1880;—  
 For Copies of Statistics and other Information on which were based  
 the Plans and Prices adopted in 1879, for the Sales of Railway Lands  
 and Pre-emptions, and now in force.

By Command,

Department of the Secretary of State,  
 10th February, 1881.

JOHN O'CONNOR,  
*Secretary of State.*

*(In accordance with the recommendation of the Joint Committee on Printing, the above  
 Return is not printed.]*

## R E T U R N

(21j)

To an ORDER of the HOUSE OF COMMONS, dated 9th February, 1881;—

For copies of all Correspondence in reference to the Claims of Persons whose Lands have been expropriated for the Selkirk Crossing of the Canadian Pacific Railway.

By Command,

JOHN O'CONNOR,  
*Secretary of State.*

Department of the Secretary of State,  
14th March, 1881.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

## R E T U R N

(21k)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880;—

For Copies of all Orders in Council, and of all Correspondence with the Government of British Columbia, or with the Canadian Agent for British Columbia, touching the Lands appropriated or to be appropriated for the Construction of the Pacific Railway in that Province.

By Command,

JOHN O'CONNOR,  
*Secretary of State.*

Department of the Secretary of State,  
17th March, 1881.

*Synopsis re. Lands appropriated in British Columbia for C.P.R. construction.*

June 31, 1873. O. in Council, 5270. Fixing terminus at Esquimalt;—locating line and authorizing application to Government of B.C. for necessary lands.

May 29. From S. Fleming, 8221. re. operations for reason and suggestions as to reservation of land.

Sept. 22 and Oct. 14. From Hon. J. Trutch, 5531. Forwarding Min. of Ex. Council B.C., 26th September, respecting the reservation of lands.

March 25, 1875. O. in Council, 8413. To notify Govt. of B.C., it is necessary during present Session to pass an Act to appropriate and set apart lands along the line of railway from Esquimalt to Nanaimo.

June 9 and 14, 1876. O. in Council, 11700. To obtain from Govt. of B.C. a conveyance of land 20 miles in width on each side of line surveyed and located in the Province.

July 20. To Hon. A. Richards, 6776. Confirming telegram to reserve lands at Bute Inlet and Salmon River.

June 1, 1877. Order in Council, 13684. Authorizing line recommended by Mr. Fleming.

November 9. From Governor, B.C. Transmitting Min. of Ex. Council.

November 8. From Report of Ex. Council, B.C. The year having elapsed desirable that the Provl. Govt. B.C. should be informed of the result of the year's surveys, and that assurance should be given that the actual construction will be begun and prosecuted.

November 26. To Lieut.-Governor, B.C. Ackg. receipt of his despatch of the 9th.

December 29. To Lieut.-Governor, B.C. Trans. O. in C. of 24th December.

December 24. O. in Council.

January 15, 1878. From Lieut.-Governor, B.C. Ackg. letter, 29th December.

March 19. From Lieut.-Governor, B.C. Tel. Govt. desire to be definitely informed if construction will be commenced early in the present season.

March 19. From Lieut.-Governor, B.C. Enclosing Min. of Ex. Council.

March 27. To Lieut.-Governor, B.C. Telegram of 19th answered by letter of to-day.

March 27. To Lieut.-Governor, B.C. Eng. not yet completed mapping and calculations, when done Govt. will endeavor to finally decide on route and tenders called for, &c., &c.

April 6. To Lieut.-Governor, B.C. Acknowledging despatch of 19th.

April 16. From Lieut.-Governor, B.C. Acknowledging receipt of letter of 27th ultimo.

May 23 and 25. O. in Council, 15752. Cancelling O. in C. No. 5270.

May 31. To Lieut.-Governor, B.C. Forwards No. 9116.

May 29. To S. of State, 9116. Informing him that O. in C. has passed designating Esquimalt as terminus of railway, and requesting reservation of lands, No. 15752.

June 27. From Lieut.-Governor, B.C. Acknowledging letter communicating location of terminus at Burrard Inlet.

July 11 and 15. M. Smith, 15950. Transmits copy of letter from H. Cambie to Hon. G. Vernon, Com. of Land, B.C., requesting him to reserve certain distances on each side of line along the Fraser and Thompson River.

July 13 to 17. Order in Council, 16003. Defining the route of railway from the neighborhood of Tête Jaune Cache to Burrard Inlet, B.C.

Sept. 9. To Lieut.-Governor, B.C. Refg. to letter 31st May last enclosing O. in C. 3rd Sept., 1878, No. 16310.

Aug. 31. To R. to Council, 9466. To call upon Govt. of B.C. to convey to Dom. Govt. land No. 16265.

Sept. 3 and 9. From Order in Council, 16310. Setting apart for C.P.R. 20 miles of land on each side of railway, &c.

Sept. 20. To Secretary of State, 9518. Transmitting copies of plan showing C.P.R. through B.C. as defined by O. in C., 16310, and requesting conveyance of lands therein designated.

Sept. 23. To Lieut.-Governor, B.C. Refg. to letter of 9th and fowdg. letter from Sec. of P. Works with plan, and requesting that conveyance of land, &c., may be made.

Sept. 26. From Lieut.-Governor, B.C. Ackg. despatch of 9th, enclosing O. in C. re. reservation of lands.

Oct. 10. From Lieut.-Governor, B.C. Ackg. No. 9518.

Nov. 9. From Lieut.-Governor, B.C. Fordg. Min. of Ex. Council, B.C., 5 Nov., Min. calling attention to despatches of 31st May, 9 and 23. Sept., 1878, of their predecessors and asking for views of Govt. on the same.

Nov. 26. To Lieut.-Governor, B.C. Ackg. receipt of letter of 9th with views of re. reservation of lands.

Nov. 26. From Secretary of State. Refg. to letter of 29th May and 30th Sept.

January 16, 1879. From Lieut.-Governor, B.C. "Tel."

January 17. From Lieut.-Governor, B.C. Forwards Min. Ex. Council embodying tel. of 5th.

Feb. 18 and 19. From Speaker, B.C. Tel. Please acquaint me by telegram if despatch of Dom. Govt, 13th June, 1876, locating railway was rescinded or withdrawn.

March 16. To Speaker, B.C. Tel. announcing mailing of letter with plan.

March 18. From Speaker, B.C. Tel. Your telegram shews you have misunderstood mine which relates to despatch 9th June, 1876.

March 21. To Secretary of State. Rets., telegrams, &c., referring to O. in C. June, 1876, July, 1877-78, copies appended.

March 22. To Speaker Leg. Asy., B.C. O. in C. June, 1876, superceded by subsequent order. Line as at present defined shewn on plan sent by letter 23rd Sept., last.

March 24. To Speaker Leg. Asy., B.C. Refg. to telegrams of the 19th ult. and 18th inst., and explaining O. in C. 9th June, 1876.

April 14. From Lieut.-Governor, B.C. Assembly adjourned, awaiting information as to your railway policy.

April 16. To R. to Council, 11278. } Recancellation of O. in C. 23rd May, 1878,  
April 22 and 23. O. in Council, 18822. } and revision of that of 7th June, 1873.

April 24. To Lieut.-Governor, B.C. Fordg. O. in C. of 22nd April.

May 15. From Lieut.-Governor B.C. Acknowledging letter of 24th ult., enclosing Order in Council.

May 19 and June 9. From Lieut.-Governor B.C. Minute re cancellation of railway reservation on main land.

May 14. Rep. Ex. Council B.C., 19,292. Report with drawings of reservation of lands.

June 2. To Lieut.-Governor B.C. Ackg. receipt of despatch cancelling reservation under Order in Council, 23rd May, 1878.

June 18. To Lieut.-Governor B.C. Fordg. copy of Order in Council, 12th June, 1879.

June 12. Order in Council, 19404. Informs Govt. B.C. that object of Order in Council, 18822, was to rescind Order in Council of May, 1878, (15752) and leave Dom. Govt. free to adopt which ever route might appear in the public interests most eligible.

July 8. From Order in Council. Ackg. receipt of letter, June 18.

October 11. To Lieut.-Governor B.C.. Transg. Order in Council of 4th October.

October 4. Order in Council, 20561. Advising that Order in Council, 13th July, 1878, defining route of C.P.R. to a point near or on Burrard Inlet be confirmed.

October 29. From Govt. of B.C. Ackg. No. 20561.

October 31. From Govt. of B.C. Please send Order in Council, 13th July, 1878.

November 13. To Govt. of B.C. Forwds. copy of Order in Council, 13th July, 1878.

December 3. From Govt. of B.C. Ackg. receipt of letter of 13th ult.

December 16. Order in Council.

January 9, 1880. To Lieut.-Governor B.C. Requesting that steps may be taken to convey to the Dom. Govt. lands for 20 miles on each side of the railway.

January 30. From Govt. of B.C. Ackg. despatch of 9th January, and promising conveyance of lands 20 miles on each side of line.

February 25. Order in Council. Re. conveyance of lands.

March 3. To Govt. of B.C. Calling attention to non-conveyance of lands to Dom. Govt.

March 27. From Govt. of B.C. Ackg. above.

April 1. From Lieut.-Governor B.C. Emby. Min. of Ex. Council 27th March. Subject alluded to in despatch of 3rd March will be undertaken at ensuing Session of Legislature.

October 11 and 25. From Lieut.-Governor B.C., 24442. Re. construction of Island Branch of C.P.R., enclosing min. of Ex. Council, 4th October.

October 16. From Lieut.-Governor B.C., 24505. Enclosing Min. of 14th October, 1880. Authorizing A. DeCosmos to press on Dom. Govt. the construction of the Island Branch C.P.R.

October 25. To Govt. of B.C. Ackg. letter of 11th.

November 4. To Govt. of B.C. Ackg. despatch No. 24505 and enclosing Minute.

Return in answer to an Address from the House of Commons, dated 16th December, 1880, calling for copies of all Orders in Council, and of all Correspondence with the Government of British Columbia, or with the Agent for British Columbia, touching the lands appropriated or to be appropriated for the construction of the Pacific Railway in that Province.

Order No. 24,922.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th June, 1873.*

The Committee of Council having had before them the memorandum of the 29th May last, from the Chief Engineer of the Canadian Pacific Railway, and the Minute of Council thereupon of the 30th May, beg leave to recommend to your Excellency that Esquimalt, in Vancouver Island, be fixed as the terminus of the Canadian Pacific Railway, and that a line of railway be located between the harbor of Esquimalt and Seymour Narrows on the said Island.

The Committee further recommend that application immediately be made by despatch to the Lieutenant-Governor of British Columbia for the conveyance to the Dominion Government, in trust, according to the 11th paragraph of the terms of the agreement of Union, of a strip of land twenty miles in width along the eastern coast of Vancouver Island, between Seymour Narrows and the Harbor of Esquimalt.

An Order of the Lieutenant-Governor of British Columbia in Council, appropriating this tract of land in furtherance of the construction of the said railway will be necessary in order to operate as a sufficient conveyance and reservation of the said land to and for the Dominion Government.

Certified,

W. A. HIMSORTH, C.P.C.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, 29th May, 1873

MEMORANDUM.

With regard to the operations for the present season, the undersigned recommends that the following be undertaken:

*The Western Section.*

1. An exploratory survey from Howe Sound to Kamloops, or some convenient point on the North Thompson.
2. An exploration between Tête Jaune Cache and the Quesnel Lake.
3. A re-survey from Moose Lake to Tête Jaune Cache on the opposite bank of the Thompson.
4. With respect to the railway in British Columbia, the Governor having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural and mineral lands along the probable line for the railway on Vancouver Island.

Should the Government consider this advisable, the limits of the reservation may be sufficiently well described as a strip of land twenty miles in width along the

eastern coast of Vancouver Island, between Seymour Narrows and the Harbor of Esquimalt.

*The Eastern Section.*

5. An exploration between Lake Nipissing and the upper part of the Montreal River, to gain information respecting the country, in order to ascertain how the eastern terminus, as defined by statute, could best be reached.

6. Continue the surveys between Red River and Lake Superior, in order to connect lines already surveyed; amend others, and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible for the main line.

SANDFORD FLEMING.

BRITISH COLUMBIA, GOVERNMENT HOUSE, 22nd September, 1873.

SIR,—With reference to my despatch, No. 67, of the 26th July last, I have the honor to enclose, for the consideration of His Excellency the Governor General, a Minute of my Executive Council, urging that the boundaries of the land on Vancouver Island, proposed to be claimed by the Dominion Government in trust to aid in the construction of a railroad under the Terms of Union of British Columbia with Canada, may be at once defined, and that a competent person in this Province may be appointed to dispose of said lands on such terms as will admit of settlement, and authorizing the Hon. A. DeCosmos, President of Executive Council, and Premier of my Ministry to confer with the Government of Canada, on this subject.

A duplicate of this despatch and its enclosure will be handed to you by Mr. DeCosmos, who starts to-morrow for Ottawa.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. Secretary of State for Canada.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the twentieth day of September, 1873.*

On a memorandum, dated 18th September, 1873, from the Honorable the Chief Commissioner of Lands and Works, reporting that the Order in Council of the 30th June, 1873, reserving the Crown Lands of the east coast of Vancouver Island, is seriously retarding the settlement of that portion of the Province, and recommending that in view of the fact that the despatch from His Excellency the Lieutenant-Governor to the Secretary of State, transmitting the Minute of this Executive Council, dated 20th July, upon the subject of this Reservation has not as yet been replied to, and as the matter requires immediate settlement, that the Dominion Government be respectfully urged to at once define, by survey, the land they propose claiming on the east coast of Vancouver Island, and that they appoint also a competent person in this Province to dispose of said lands on such terms as will admit of settlement, and that the Hon. A. DeCosmos, as special delegate, about to proceed to Ottawa, be authorized to confer with the Dominion Government upon this subject.

Certified,                   W. J. ARMSTRONG, Clerk of the Executive Council.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 25th day of March, 1875.*

On a memorandum, dated 25th March, 1875, from the Hon. the Minister of Public Works, reporting for the consideration of Council, that prior to the commencement of any works of construction on the proposed railway from Esquimalt to Nanaimo-

which the Dominion Government have agreed to build under the arrangement made through Lord Carnarvon at the instance of British Columbia, it is essential that the Province of British Columbia should convey, by legislation, to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable, a similar extent of public lands along the line of railway before mentioned (not to exceed twenty miles on each side of the said line) as may be appropriated for the same purpose by the Dominion from the public lands of the North-West Territories and the Province of Manitoba, as provided in the Order in Council, Section 11, admitting the Province of British Columbia into the Confederation; and that it is desirable that the British Columbia Government should be at once notified that it will be necessary during the present Session of the Legislature of that Province to pass an Act so to appropriate and set apart lands to this extent and for this purpose —the grant to be subject, otherwise, to all the conditions contained in the said 11th Section of the Terms of Union.

The Committee concur in the above report of the Minister of Public Works, and recommend that the British Columbia Government be notified accordingly.

Certified,                    W. A. HIMSORTH, C.P.C.

Hon. Minister of Public Works.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 9th June, 1876.*

The Committee of Council have had under consideration the memorandum hereunto annexed from the Hon. Mr. Mackenzie, submitting the expediency of obtaining from the Government of British Columbia, a conveyance of the land twenty (20) miles in width on each side of the portion of the Canadian Pacific Railway line surveyed and located in that Province, and they respectfully submit their concurrence therein, and advise that a copy thereof and of this Minute be transmitted to the Government of British Columbia.

Certified,                    W. A. HIMSORTH, C.P.C.

Hon. Minister of Public Works.

OTTAWA, 7th June, 1876.

The undersigned has the honor to report:—

That under the terms by which British Columbia entered the Dominion of Canada, the Government of that Province agreed to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of what is known as the Canadian Pacific Railway, a similar extent of public lands along the line of railway, throughout its entire length in British Columbia (not to exceed, however, twenty miles on each side of said line) as may be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba;

That the Government of Canada have already by Orders in Council withdrawn for sale or settlement all lands in the Province of Manitoba within twenty miles of each side of the railway line surveyed; and also for a district twenty miles to the westward of Fort Pelly, in the North-West Territories, and further extending from a point twenty miles westerly of Fort Pelly to a point twenty miles westerly of the mouth of Battle River, and further for twenty miles on each side of the railway, from a point twenty miles westerly of the Battle River to Jasper House, in the Yellow Head Pass, through the Rocky Mountains;

That the line of railway has been defined and located through part of the Province of British Columbia, and that it is desirable with the view of enabling the Government of Canada to proceed with the construction of the railway, that the lands along such line of railway and for twenty miles on each side of the line may be con-

veyed to the Dominion Government in accordance with the 11th paragraph of the terms of Union.

The description of the line so located, to which reference is above made, is as follows:—

Commencing at a point on the eastern boundary of British Columbia, in the Yellow Head Pass, through the Rocky Mountains, the line follows down the valley of the River Fraser to Grand Rapids, a distance of about 185 miles (one hundred and eighty-five) thence westerly, turning the north end of the Cariboo Range, and, cutting off the great bend of the Fraser, it crosses the latter near the mouth of Willow River, thence south-westerly to a point near the confluence of the Rivers Stewart and Chilacot.

The undersigned further recommends that communication be had to this effect, with the Lieutenant-Governor of British Columbia, requesting that the lands along the line of railway, as herein described, and for twenty miles on each side of the said line be forthwith conveyed to the Dominion Government; and that it be represented that an Order of the Lieutenant-Governor in Council appropriating this tract of land will at present suffice as a sufficient conveyance of the same; but that it is further suggested that an Act be passed by the Legislature of British Columbia, conveying and vesting such appropriation in Her Majesty for the purposes of the Government of Canada, and to be appropriated in such manner as the said Dominion Government may deem advisable in furtherance of the construction of the said railway.

He further recommends that in order to give due information to the public and to prevent squatters or the pre-emption of any portion of the lands so conveyed, the Lieutenant-Governor should be invited to give public notice of the passing of such Order in Council, and of the conveyance of the said lands as herein mentioned and therein comprised.

A. MACKENZIE.

Copy of No. 6776.

OTTAWA, 20th July, 1876.

SIR,—I am directed to confirm by letter the instructions conveyed to you by telegram from the Hon. the Premier to request the Local Government of British Columbia to reserve land at Bute Inlet, and Salmon River, Dean Inlet, for the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,  
Hon. A. N. RICHARDS, Q.C., Victoria, B.C.

F. BRAUN, Secretary.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 1st June, 1877.*

On a memorandum, dated 21st May, 1877, from the Hon. the Minister of Public Works, recommending that the line of the Canadian Pacific Railway as laid down on a map prepared by Mr. Sandford Fleming, Chief Engineer of the said railway, a copy of which accompanies said memorandum, shall be determined, as required by Section 1 of the Canadian Pacific Railway Act of 1874, and which line may be briefly described as follows:—

Commencing at Fort William on the Kaministiquia River, following a north-westerly direction to the north of Lac des Milles Lacs and crossing the Winnipeg at Keewatin, thence to a point on the Red River named Selkirk, as shown on the map; thence in a direct line to a point near Swan River named Northcote; thence south-westerly to Livingstone; thence in a nearly due west direction, to the crossing of the South Branch of the Saskatchewan; thence in a north-westerly direction to the neighbourhood of Fort Edmonton; thence by the McLeod and Athabasca Rivers to Jasper House and Henry House, and thence to Tête Jaune Cache.

That in the event of Bute Inlet being selected, as the western terminus of the said railway, the line will follow the valley of the Fraser River from Tête Jaune Cache to the neighborhood of Fort George; thence from the crossing of the Stewart River at the junction with the Chilacot River, ascend the valley of the Chilacot River to a point near its source, thence in a direct line to the Nazco River, and ascending the valley of the Nazco River to the Chiscot River towards Tatta Lake and Tattyaca Lake, and the east branch of the Homattics River, and descend the valley of the Homattics to the waters of the Pacific at Bute Inlet.

That in the event of the Dean Channel route being adopted, the above line will be followed from Tête Jaune Cache to near where it strikes the Nazco River, whence it will follow generally the line of the Blackwater River to Thracla Lake; thence descend the valley of the Salmon River to the waters of the Pacific at Dean Channel.

The Minister further recommends that the sections referred to in the second clause of the Canadian Pacific Railway Act of 1874, shall be defined as follows: The first section to begin at a point near the south of Lake Nipissing, and to extend to the neighborhood of Fort William at the upper or western end of Lake Superior; the second section to commence in the neighborhood of Fort William and to extend to the crossing of Red River at Selkirk, in the Province of Manitoba, a distance of about 412 miles, the third section to extend from the said crossing of the Red River, at the western end of the second section, to the boundary line of British Columbia, west of Jasper House; the fourth section to extend from the last named point to the Pacific Ocean, the point to be named in a subsequent Order in Council after the completion of the surveys now in progress.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

Certified, W. A. HIMSORTH, C.P.C.

GOVERNMENT HOUSE, VICTORIA, B.C., 9th November, 1877.

SIR.—I have the honor to transmit to you, herewith, two copies of a further Minute of my Executive Council on the subject of the construction of the Canadian Pacific Railway, dated the 8th instant; and I have the further honor to request that one of these copies may be forwarded through the proper channel to the Honorable the Secretary of State for the Colonies, for the consideration of the Imperial Government, and that the other be retained for the consideration of the Dominion Government.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieutenant-Governor.

Hon. R. W. Scott, Secretary of State.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor on the 8th day of November, 1877.*

The Committee of Council having had under consideration the subject of the construction of the Canadian Pacific Railway, report:

That the year having nearly elapsed, which was represented by the Right Honorable the Secretary of State for the Colonies, as being required by the Dominion Government to enable it to determine the route and terminus of the Canadian Pacific Railway, it is highly desirable that the Government of this Province should be advised at the earliest possible period, of the result of the year's surveys in order that they may be in a position to convene the Legislature at an early date, and lay before it definite information with reference to the intention of the Dominion Government to carry out its railway obligations to this Province, under the terms of the settlement recommended in 1874 by the Earl of Carnarvon and agreed to by the Dominion Government, as well as by that of this Province.

That having complied with the request of Lord Carnarvon to grant the delay he thought necessary, as represented in his despatches of dates the 18th December, 1876, and 18th January, 1877, respectively, the people of British Columbia now feel that his Lordship will be careful to discountenance any further unnecessary delay in the commencement of railway construction within the Province, and they confidently expect that on or before the expiration of the year his Lordship will be able to give the Government an assurance that actual construction will be begun as soon as tenders can be received and contracts awarded, and that work thereon will be prosecuted thereafter in a manner that will ensure the ultimate completion of the undertaking within such reasonable period as the interests of the Empire, the Dominion and the Province alike demand.

The Committee advise that the report be approved and that copies be forwarded by His Honor the Lieutenant-Governor to the Right Honorable the Secretary of State for the Colonies, and to the Secretary of State for the Dominion of Canada.

Certified, WM. SMITH,  
*Minister of Finance and Clerk of Executive Council.*

DEPARTMENT OF SECRETARY OF STATE, 26th November, 1877.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 9th inst.; covering two copies of a further Minute of your Executive Council, dated the 8th inst.; on the subject of the construction of the Canadian Pacific Railway, one of which you request may be forwarded to the Right Hon. the Secretary of State for the Colonies for the consideration of Her Majesty's Government.

I have, &c., &c.,  
R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

DEPARTMENT OF SECRETARY OF STATE, 26th November, 1877.

SIR,—I have the honor to transmit to you, herewith, for the information of His Excellency the Governor General a copy of a Minute of the Executive Council of the Province of British Columbia, on the subject of the construction of the Canadian Pacific Railway, which Minute the Government of that Province requests may be forwarded through the proper channel to the Right Hon. the Secretary of State for the Colonies for the consideration of Her Majesty's Government.

I have, &c., &c.,  
R. W. SCOTT.

To the Governor-General's Secretary.

DEPARTMENT OF SECRETARY OF STATE, 29th December, 1877.

SIR,—With reference to your despatch of the 8th ultimo, and the accompanying Minute of your Executive Council of the 8th of that month, I have the honor to transmit to you herewith for the information of your Government, a copy of an Order of His Excellency the Governor-General in Council on the subject of the construction of the Canadian Pacific Railway.

I have, &c., &c.,  
R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 24th December, 1877.*

The Committee have had under consideration the despatch from the Lieutenant-Governor of British Columbia of the 9th November, 1877 enclosing copy of a Minute of his Executive Council of the 8th of that month, which had been forwarded to the Secretary of State for the Colonies on the subject of the construction of the Canadian Pacific Railway.

The Hon. the Minister of Public Works, to whom the above despatch and enclosure were referred, observes that the Minute in question calls the attention of the Secretary of State for the Colonies to the delay the Earl of Carnarvon thought necessary in commencing the construction of the Pacific Railway in his despatch of 18th December, 1876, and 18th February, 1877, and states that the British Columbia Government are anxious to obtain knowledge of the year's surveys as early as possible in order that they may be in a position to convene the Local Legislature at an early date and lay before it "definite information as to the intentions of the Dominion Government to carry out its railway obligations."

The Minister reports that the delay deemed necessary before advertising for tenders was consequent upon the manifest necessity of making a careful instrumental survey of the Fraser Valley route, upon which an exploratory survey only had been made in previous years.

That, as early as the season permitted, a large staff of engineers was sent to perform this work, under the immediate charge of Mr. Cambic.

That the field work was finished about the beginning of November, and in the course of that month the engineers returned to Ottawa, where they are now engaged plotting the results of the season's operations.

That it will take some time to accomplish this and to report in such detail as will enable the Government to come to a decision as to the value of the route.

That it is impossible to venture upon any decided opinion at once of the complete report, maps and profiles of the road which are now in course of preparation.

That the Government also took the necessary steps to obtain accurate information regarding the possibility of a route to the ocean at Port Essington, at the mouth of the Skeena River, as well as to ascertain the feasibility of a better pass through the Rocky Mountains in the vicinity of Pine River. That the information on both these points will be embraced in the report of the engineers, and will include the reports of the naval officers upon the harbor at the mouth of the Skeena.

That as far as can be seen at present there would appear to be no necessity for any further explorations in British Columbia with the view of the determination of the best route from the summit of the Rocky Mountains to the sea.

That the conclusion reached will be duly communicated to the Secretary of State for the Colonies.

The Committee concur in the foregoing report, and advise that a copy of this Minute be transmitted to Lord Carnarvon and to the Lieutenant-Governor of British Columbia.

Certified,                    W. A. HIMSWORTH, C.P.C.

GOVERNMENT HOUSE, VICTORIA, B.C., 15th January, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch dated 29th December, 1877, enclosing therewith a copy of an Order of His Excellency the Governor-General in Council on the subject of the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS,  
Lieutenant-Governor of British Columbia.

Hon. R. W. Scott, Secretary of State.

*By Telegram from Victoria, B.C., to Hon R. W. Scott, Secretary of State.*

OTTAWA, March 19th, 1878.

Pacific Railway.—Government desire to be definitely informed immediately if construction will be commenced in this Province at an early period of present season?

A. N. RICHARDS.

GOVERNMENT HOUSE, VICTORIA, B.C., 19th March, 1878.

SIR.—I have the honor to enclose you, herewith, for the consideration of the Dominion Government, a copy of a Minute of my Executive Council, dated 18th inst., embodying a telegram which I have this day forwarded to you, asking for a definite answer with regard to the early commencement of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS.

X. N. RICHARDS,  
Lieutenant-Governor of British Columbia.

Hon. R. W. Scott, Secretary of State, Ottawa.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor, on the 18th day of March, 1878.*

In a memorandum from the Hon. Minister of Finance, dated 16th March, 1878, reporting that it is desirable that it be represented to the Dominion Government that definite information relating to the commencement of the Railway construction in the Province should be communicated immediately to this Government, in order that before the prorogation of the Provincial Legislature, an assurance may be given of the intention of the Dominion Government to carry out in good faith the intimation of Lord Carnarvon, that the year which has now passed should terminate the delay in beginning actual construction of railway; and recommending that His Excellency, the Lieutenant-Governor, be requested to forward by telegraph to the Hon. the Secretary of State for the Dominion the following despatch:—

" Pacific Railway.—Government desire to be definitely informed immediately if construction will be commenced in the Province at an early period of present season."

The Committee advise that the recommendation be approved.

Certified, Wm. SMITH,  
*Minister of Finance and Clerk Executive Council.*

*Telegram from Department of the Secretary of State to Lieut.-Governor Richards,  
Victoria, B.C.*

OTTAWA, 27th March, 1878.

Pacific Railway telegram 19th inst. answered by letter to-day.

R. W. SCOTT.

DEPARTMENT OF SECRETARY OF STATE, 27th March, 1878.

SIR,—Your telegram of March 19th, stating that your Government desire to be definitely informed immediately if the construction of the Pacific Railway will be commenced in British Columbia at an early period of the present season, was duly received. I have to inform you that the engineers have not yet completed the mapping and calculations of last season's work. As soon as this is done the Government will endeavour to decide upon the best route to be taken through British

Columbia, when tenders will be invited in accordance with the terms of the Railway Act of 1874.

No time has been lost by the Government in promoting this enterprise as they have pushed on the work as rapidly as possible with a view to a commencement being made at the earliest practicable date.

I have, &c.,

R. W. SCOTT.

To His Honor Lieut.-Governor RICHARDS, Victoria, B.C.

DEPARTMENT OF THE SECRETARY OF STATE, 6th April, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 27, of the 19th ult., enclosing a copy of a Minute of Your Executive Council, embodying a telegram forwarded by you on that day, asking for a definite answer with regard to the early commencement of the Canadian Pacific Railway.

My letter of the 27th ult., in reply to your telegram, will have given you full information on the subject.

Yours, &c.,

R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

GOVERNMENT HOUSE, VICTORIA, B.C., 16th April, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 27th ult., informing me in answer to my telegram of the 19th ult., that as soon as the engineers completed the mapping and calculations of the last season's work the Government will endeavor to finally decide upon the route to be taken by the Pacific Railway through British Columbia, when tenders will be invited in accordance with the terms of the Railway Act of 1874.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Gov. of British Columbia.  
Hon. R. W. Scott, Secretary of State, Ottawa.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 23rd May, 1878.

The Committee of Council have the honor to recommend that the Order in Council of the 7th June, 1873, fixing Esquimalt, in Vancouver Island, as the terminus of the Canadian Pacific Railway, and requiring the conveyance to the Canadian Government of a strip of land twenty miles in width along the eastern coast of Vancouver's Island, between Seymour's Narrows and the Harbor at Esquimalt, be rescinded.

Hon. Minister of Public Works: Certified, W. A. HIMSORTH, C.P.C.

DEPARTMENT OF SECRETARY OF STATE, 31st May, 1878.

SIR,—I am directed to transmit to you, herewith, for the consideration of your Government a copy of a letter from the Secretary of the Department of Public Works, in which it is requested that certain land therein described may be reserved for the purpose of the probable terminus of the Canadian Pacific Railway at Burrard Inlet.

I have, &c.,

R. W. SCOTT.

To His Honor the Lieut.-Governor of British Columbia.

OTTAWA, 29th May, 1878.

SIR,—I am directed by the Hon. the Minister of Public Works to inform you that an Order in Council has passed on the 23rd instant, cancelling that of the 7th June, 1873, which designated Esquimalt in Vancouver Island, as the terminus of the Canadian Pacific Railway, and required the conveyance to the Canadian Government of a strip of land twenty miles in width along the eastern coast of that Island, between Seymour's Narrows and the Harbor of Esquimalt.

I am further directed to state that as Burrard Inlet will, in all probability, be adopted as the western terminus of the Canadian Pacific Railway, it is deemed advisable that a strip of land should be reserved for the conveyance to the Dominion Government, in accordance with the 11th paragraph of the terms of the Union, along the said line of railway, beginning at English Bay or Burrard Inlet, and following the River Fraser to Lytton, thence by the valley of the River Thompson to Kamloops, thence up the valley of the North Thompson, passing near to Lake Alberda and Cranberry to Tête Jaune Cache, thence up the valley of the Fraser River to the summit of Yellow Head, or boundary between British Columbia and the North-West Territories.

The Honorable the Minister of Public Works desires me to request you to convey the foregoing information to the Government of British Columbia, in order that they may take the necessary steps to reserve the land in question.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

E. J. LANGEVIN, Esq., Under-Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 27th June, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 31st ultimo, enclosing a copy of a letter from the Secretary of the Department of Public Works, requesting that certain land may be reserved for the probable terminus of the Canadian Pacific Railway at Burrard Inlet.

I have the honor to inform you that I have laid the matter before my Ministers.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS,

*Lieutenant-Governor of British Columbia.*

CANADIAN PACIFIC RAILWAY SURVEY, WESTERN DIVISION,  
VICTORIA, 11th June, 1878.

SIR,—Tending a formal application by the Dominion Government for a reservation of the lands along the line of the proposed route for the Canadian Pacific Railway through British Columbia, by the valleys of the North Thompson and Fraser Rivers, I have to request you, on their behalf, to reserve all lands which are now in possession of the Government of British Columbia, on both sides of the River Fraser, for a distance of five miles above the toll-gate at the town of Yale, and the same distance below that point, and for a width of one mile from the centre of the river on each side.

Also for a reservation of the land in possession of the Government of British Columbia adjoining the River Thompson, for a width of two miles on each side of the said river, and extending from the outlet of Kamloops Lake, known as Savonas Ferry, for a distance of five miles down the river, and a width of two miles from the shore of Kamloops Lake for a distance of five miles above its outlet on both sides of such lake.

I have the honor to be, Sir, yours, &c.,

H. J. CAMBIE,

*Engineer in Charge of Surveys, British Columbia.*

Hon. FORBES G. VERNON, Commissioner of Lands and Works, Victoria, B.C.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General on the 13th July, 1878.*

On a memorandum dated 11th July, 1878, from the Hon. the Minister of Public Works, reporting that on the 1st June, 1877, an Order in Council was passed, in accordance with the provisions of the Canadian Pacific Railway Act of 1874, defining the route of the railway between Fort William, on the Kaministiquia River, and Jasper House and Tête Jaune Cache.

That the same Order in Council also defined the route from the last named point to the Pacific Ocean in the event of the Bute Inlet or Dean Inlet routes being ultimately adopted, these being the routes through British Columbia, one of which at that time it seemed probable would be adopted.

That later information has shown that it would be in the public interest that the route of the railway from the neighbourhood of the Tête Jaune Cache, should be towards Burrard Inlet.

The Minister, therefore, recommends that the route of the railroad shall be defined generally as passing from the neighborhood of the Tête Jaune Cache, by the Albreda River to the North Thompson River, and descending the valley of the said North Thompson River towards Kamloops Lake to the Fraser Valley at Lytton, and thence descending the valley of the Fraser, by Yale and New Westminster to Port Moody, or such other point on or near Burrard Inlet, as may be found most convenient for the purpose of harbor accommodation.

The committee submit the above recommendation for your Excellency's approval.

Certified,      W. A. HIMSWORTH, C.P.C.

9th September, 1878.

SIR,—Referring to my letter of the 31st May last enclosing a copy of a letter from the Secretary of the Department of Public Works, in which your Government was requested to reserve for conveyance to the Dominion Government, in accordance with the 11th paragraph of the terms of the Union, lands in certain localities therein set forth for the purposes of the Canadian Pacific Railway, I have the honor to transmit to you herewith, a copy of an Order of His Excellency the Governor General in Council in further relation to the subject.

I have to request that this Order in Council may be brought under the early notice of your Government with particular reference to the concluding portion thereof.

I have, &c.,

R. W. SCOTT, *Secretary of State.*

To His Honor the Lieut.-Governor of British Columbia, Victoria.

August 31st, 1878.

MEMORANDUM.—The undersigned reports that by the eleventh clause of the agreement under the terms of which the Province of British Columbia entered the Dominion of Canada, the Government of British Columbia engaged to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the Canadian Pacific Railway, an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line) equal to the area which might be appropriated for the same purpose by the Dominion Government from the Public Lands of the North-West Territories and Province of Manitoba; the conditions of the agreement further provide that the quantity of land held under preemption right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government should be made good to the Dominion from contiguous public lands.

The undersigned further reports that by several Orders in Council in that behalf the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purposes of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council, it is advisable that the necessary appropriations should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified. The undersigned therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the said line of Railway be set apart for the purposes of the Canadian Pacific Railway, and be appropriated in such a manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway. The undersigned further recommends that the Secretary of State be authorized on behalf of this Government to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories, within twenty miles on each side of the line, have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length, in British Columbia, and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right or by Crown grant within the limits of the tract of land in British Columbia, to be so conveyed to the Dominion Government.

Respectfully submitted,  
A. MACKENZIE, Minister of Public Works.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 3rd September, 1878.*

On a report dated 31st August, 1878, from the Honorable the Minister of Public Works stating that by the eleventh clause of the agreement under the terms of which the Province of British Columbia entered the Dominion of Canada the Government of British Columbia engaged to convey to the Dominion Government, in trust to be appropriated in such manner as the Dominion Government might deem advisable in furtherance of the construction of the Canadian Pacific Railway an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line) equal to the area which might be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba; the conditions of the agreement further providing that the quantity of land held under pre-emption, right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government should be made good to the Dominion from contiguous public lands.

That by several Orders in Council in that behalf the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purpose of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council it is advisable that the necessary appropriation should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified.

The Minister therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories, within twenty miles on each side of the said line of railway, be set apart for the purpose of the Canadian Pacific Railway, and be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway.

The Minister further recommends that the Secretary of State be authorized on behalf of this Government to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the line have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government in trust to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia; and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right, or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government.

The Committee submit the foregoing recommendations for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

Hon. Minister of Public Works.

OTTAWA, 20th September, 1878.

SIR,—I have the honor to transmit two copies of the plan shewing the line of the Canadian Pacific Railway through British Columbia as now defined, together with a copy of the Order in Council of the 3rd inst., setting apart a certain area of land on either side of the line throughout the Province for the purposes of the railway, and I am directed to request you to obtain from the Government of British Columbia a conveyance to the Dominion Government, in trust, of the extent of public lands mentioned in the said Order in Council.

I have the honor to be, Sir, your obedient servant,  
F. BRAUN.

Hon. R. W. SCOTT, Secretary of State, Ottawa.

DEPARTMENT OF SECRETARY OF STATE, 23rd September, 1878.

SIR,—Adverting to my letter of the 9th inst., and its accompanying copy of an Order in His Excellency the Governor General in Council of the 3rd inst., on the subject of the land in the Province of British Columbia, to be reserved for the purposes of the Canadian Pacific Railway, I have the honor to transmit to you, herewith, for the information of your Government, a copy of a letter from the Secretary of the Department of Public Works, together with plan therein referred to, shewing the line of the said railway through that Province as now defined. I have to request that a conveyance may be obtained from your Government to that of the Dominion, in trust, of the extent of public lands mentioned in the Order in Council of the 3rd instant.

I have, &c.,

R. W. SCOTT,  
To His Hon. the Lieut.-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 26th Sept., 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 9th inst., enclosing a copy of an Order of His Excellency the Governor General in Coun-

cil, requesting that certain lands in this Province may be reserved for the purposes of the Canadian Pacific Railway. I beg to inform you that a copy of your despatch and its enclosure has been referred to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Gov. of British Columbia.

GOVERNMENT HOUSE, VICTORIA, B.C., 10th Oct., 1878.

Sir,—I have the honor to acknowledge the receipt of your despatch of the 23rd ult., enclosing a copy of a letter from the Secretary of the Department of Public Works, together with plan therein referred to, shewing the line of the Canadian Pacific Railway through this Province as now defined; and requesting that a conveyance may be obtained from my Government to that of the Dominion, in trust, of the extent of public lands mentioned in a certain Order in Council of the 3rd ult., and forwarded to me in a despatch dated 9th ult. I beg to inform you that I have referred a copy of your despatch and its enclosures (2) to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Gov. of British Columbia.

Hon. R. W. SCOTT, Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 9th November, 1878.

Sir,—I have the honor to enclose to you herewith a copy of a Minute of my Executive Council dated 5th inst., calling the attention of the Dominion Government to despatches of the 31st May, 9th and 23rd of September, 1878, respectively, having reference to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia, and requesting that the present Dominion Government will be good enough to communicate their views on said despatches to the present Government of this Province as soon as possible.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia.

Hon. Secretary of State, Ottawa, Canada.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the fifth day of November, 1878.

The Committee of Council consider it advisable to respectfully invite the attention of the Dominion Government to their predecessors' despatches of the 31st of May, 9th of September and 23rd of September, 1878, respectively, referring to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia, and to request the present Dominion Government to be good enough to communicate their views on said despatches to this Government as soon as possible.

The Committee would observe that the land mentioned has been fully reserved for railway purposes and that every facility should and will be given to the Dominion Government to enable them to commence railway construction in the Province at the earliest practicable moment.

The Committee advise that this Minute be approved and that a copy thereof be forwarded to the Dominion Government.

Certified, J. M. HUMPHREYS,  
Clerk of the Executive Council.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 26th November, 1878.

SIR,—I am directed to acknowledge the receipt of your despatch, No. 102, of the 9th inst., enclosing a copy of a Minute of your Executive Council, calling attention to despatches of the 31st May, of the 9th and 23rd September, 1878, respectively, having reference to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of British Columbia.

I have, &c.,

R. W. SCOTT.

To His Honor the Lieutenant-Governor of Victoria.

DEPARTMENT SECRETARY OF STATE.

SIR,—With reference to the letters from your Department, of the 29th May and the 30th September last, I am directed to transmit to you, herewith, for your information, a copy of a despatch from His Honor the Lieutenant-Governor of British Columbia, and of the Minute of His Executive Council therein referred to, on the subject of the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the mainland of that Province.

I may mention that the letters of the 31st May and the 23rd September, referred to by His Honor, were addressed to him from this Department, enclosing for the information of his Government, copies of the communications from your Department of the dates above cited, and that the letter of 30th September was also from this Department, enclosing a copy of the Order of His Excellency the Governor General in Council, of the 3rd of that month, on the subject of the route of the C.P.R.

I have, &c.,

R. W. SCOTT.

Hon. Minister of Public Works, Secretary.

(*Telegram.*)

VICTORIA, BRITISH COLUMBIA, 16th January, 1879.

Expected reply to my despatch of 9th November. Not having been received, please acquaint Government by telegram with your railway policy, as Legislature meets twenty-ninth January. Ministry anticipating a reply, have deferred troubling your Government until latest moment. Also please forward accompanying telegram to Imperial Government if their reply to Province not received. Secretary State Colonies, London, no reply to petition of Legislative Assembly which meets twenty-ninth; has it been forwarded?

A. N. RICHARDS, *Lieutenant-Governor.*

Hon. Secretary of State, Ottawa.

GOVERNMENT HOUSE, VICTORIA, B.C., 17th January, 1879.

SIR,—I have the honor to enclose you herewith two copies of a Minute of my Executive Council, dated 16th instant, embodying a telegram to the Dominion Government on the subject of their railway policy, and also one to be forwarded to the Imperial Government in reference to the petition of the Legislative Assembly of the Province.

I have the honor to request that one of the enclosed copies be forwarded to the Imperial Government through the proper official channel.

And I have the honor to inform you that the contents of the enclosed copy of Minute were forwarded to you on the 16th inst. by telegraph.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor of British Columbia.*

Hon. Secretary of State for Canada, Ottawa.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the 16th day of January, 1879.*

The Committee of Council recommend that His Honor the Lieutenant-Governor be respectfully requested to forward the following telegrams, which explain themselves, to the Hon. the Secretary of State:—

VICTORIA, 15th January, 1879.

Hon. Secretary of State, Ottawa.

Expected reply to my despatch of ninth November. Not having been received, please acquaint Government by telegram with your railway policy, as Legislature meets twenty-ninth January. Ministry anticipating a reply, have deferred troubling your Government until latest moment. Also please forward accompanying telegram to Imperial Government, if their reply to Province not received.

BRITISH COLUMBIA, 15th January, 1879.

Secretary State Colonies, London.

No reply to petition of Legislative Assembly, which meets twenty-ninth. Has it been forwarded?

The Committee also recommend that copies of this Minute be sent to the Imperial and Dominion Governments.

Certified, THOS. BASIL HUMPHREYS,  
*Clerk of the Executive Council.*

*By telegraph from Victoria, B.C., 18th February, 1879.*

OTTAWA, 19th February, 1879.

Please acquaint me by telegraph, for information of Com. Legislative Assembly, if despatch of Dominion Government, 13th June, 1876, locating Railway, was rescinded or withdrawn, with date, and made by telegraph or letter of such withdrawal.

FREDERICK WILLIAMS, Speaker.

To Secretary of State.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 6th March, 1879.

Letter from Department of Public Works, with a plan shewing line route through British Columbia, as defined by Order in Council of July, 1878, was sent to Governor of British Columbia by the Secretary of State's letter of 23rd September last, and receipt acknowledged.

J. C. AIKINS.

To FREDERICK WILLIAMS, Speaker, Legislative Assembly, Victoria, B.C.

*By telegraph from Victoria, B.C.*

OTTAWA, 18th March, 1879.

Your telegram shows you misunderstood mine, which relates to Dominion despatch, 9th June, 1876, requesting railway reserve, between Yellow Head Pass and point near St. George. Please reply as requested immediately. House awaits it.

F. WILLIAMS, Speaker.

To Secretary of State.

OTTAWA, 31st March, 1879

SIR,—In reference to your memorandum of the 19th instant, enclosing certain telegrams from the Speaker of the Legislative Assembly of British Columbia, with respect to the reservation of lands along the line of the Canadian Pacific Railway, I have the honor to state that the Order in Council of 9th June, 1876, concurring in the report of the Minister of Public Works, dated 7th June, 1876, was not acted on by the British Columbia Government; that an Order in Council, dated the 1st June, 1877, defined the routes in the event of the selection of either Bute Inlet or Dean Inlet as the terminus; that an Order in Council, dated the 13th July, 1878, superseded previous Order in Council, in so far as the route to be followed is concerned, defining that route as from Tête Jaune Cache to Burrard Inlet. Finally, that an Order in Council, dated 3rd September, 1878, transmitted to you with my letter of the 20th of that month, requested the British Columbia Government to convey to the Dominion Government certain lands along the line of Railway, as shewn on the plan accompanying my letter.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

E. J. LANGEVIN, Under-Secretary of State.

*Telegram.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd March, 1879.

Order in Council of 9th June, 1876, respecting line of Pacific Railway superseded by subsequent Order. Line as at present defined shewn on map sent to Lieut.-Governor in letter of 23rd September last, by late Ministry.

J. C. AIKINS, *Secretary of State.*

To the Speaker Legislative Assembly, Victoria, B.C.

DEPARTMENT OF SECRETARY OF STATE, 24th March, 1879.

SIR,—With reference to your telegrams of the 19th ult., and the 18th inst., and to my replies thereto of the 6th and 22nd inst., on the subject of the line of the Canadian Pacific Railway, I have honor to inform you that as regards the Order of His Excellency the Governor-General in Council of the 9th June, 1876, a copy of which was enclosed in the letter from this Department of the 13th of that month, that Order in Council was superseded by a subsequent order, in so far as the route to be followed is concerned, defining that route from Tête Jaune Cache to Burrard Inlet.

I have to add that by an Order in Council of the 3rd September last, a copy of which was enclosed to the Lieut.-Governor on the 9th of that month, the British Columbia Government was requested to convey to the Dominion Government certain lands about the line of railway, as shown on a plan, which plan was enclosed to the Lieut.-Governor on the 23rd of the same month.

I have, &c.,

J. C. AIKINS.

To the Speaker Legislative Assembly, Victoria, B.C.

VICTORIA, B.C., 14th April, 1879.

Assembly adjourned, awaiting information as to your railway policy. Please reply immediately.

A. N. RICHARDS, *Lieut.-Governor of B.C.*

Honorable Secretary of State.

16TH APRIL, 1879.

**MEMORANDUM.**—The undersigned represents that on a memorandum from the Chief Engineer of the Canadian Pacific Railway dated 29th May, 1873, an Order in Council was passed 7th June, 1873, fixing Esquimalt, on Vancouver Island, as the terminus of that railway in British Columbia.

That subsequently, 25th March, 1875, an Order in Council was passed authorizing the Dominion Government to notify the Government of British Columbia, that it would be necessary that the Legislature of that Province then in Session, should pass an Act setting apart such extent of public lands along the line of the railway in Vancouver Island, in the manner set forth by the 11th paragraph of the terms of agreement of the Union.

That on the 23rd of May, 1878, the late Government, had another Order in Council passed, cancelling that of 7th June, 1873 (which fixed the terminus at Esquimalt), but no reason appears to have been given for their action in the matter, nor is there any mention made of the Order in Council of 25th March, 1875, which provides for the appropriation of the necessary lands in Vancouver Island.

The undersigned would therefore recommend that in the absence of satisfactory reasons having been given for cancelling the Order in Council of May 23rd, 1878, cancelling it be annulled, and that of June 7th, 1873 be revived.

The undersigned would also recommend that a copy of this Report to Council, if approved, be furnished to the Honorable the Secretary of State for transmittal to the Government of British Columbia for their information.

Respectfully submitted,

CHARLES TUPPER, Minister of Public Works.

DEPARTMENT OF THE SECRETARY OF STATE, 24th April, 1879.

SIR,—I have the honor to transmit to you, herewith, for the information of your Government a copy of an Order of His Excellency the Governor General in Council on the subject of the terminus of the Canadian Pacific Railway in the Province of British Columbia.

I have &c., &c.,  
J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd April, 1879.*

On a memorandum, dated 16th April, 1879, from the Hon. the Minister of Public Works representing that on a memorandum from the Chief Engineer of the Canadian Pacific Railway, dated May 23rd, 1873, an Order in Council was passed June 7th, 1873, fixing Esquimalt, on Vancouver Island, as the terminus of that railway in British Columbia.

That subsequently, March 25th, 1875, an Order in Council was passed authorizing the Dominion Government to notify the Government of British Columbia that it would be necessary that the Legislature of that Province then in Session should pass an Act setting apart such extent of public lands along the line of the railway in Vancouver Island, in the manner set forth by the 11th paragraph of the terms of agreement of the Union.

That on the 23rd of May, 1878, the late Government had another Order in Council passed cancelling that of June 7th, 1873 which fixed the terminus at Esquimalt, but no reason appeared to have been given for their action in the matter, nor is there any mention made of the Order in Council of March, 25th, 1875, which provided for the appropriation of the necessary lands in Vancouver Island.

The Minister, therefore, recommends that in the absence of satisfactory reasons having been given for cancelling the Order in Council of June 7th, 1873, that the Order in Council of 23rd May, 1878, cancelling it be annulled, and that of June 7th, 1873 be revived.

He also recommends that a copy of his report to Council, if approved, be furnished to the Honorable the Secretary of State for transmission to the Government of British Columbia for their information.

The Committee submit the above recommendations for Your Excellency's approval.

Certified,

W. A. HIMSWORTH, C.P.C.

GOVERNMENT HOUSE, VICTORIA, B.C., 15th May, 1879.

SIR.—I have the honor to acknowledge the receipt of your despatch, No. 1171 on 303, of the 24th ult., enclosing a copy of an Order of His Excellency the Governor General in Council, on the subject of the Canadian Pacific Railway in this Province.

I beg to inform you that I have referred a copy of your despatch and enclosure to my Executive Council.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia,  
Hon. J. C. AIKINS, Secretary of State for Canada.

GOVERNMENT HOUSE, VICTORIA, B.C., 19th May, 1879.

SIR.—I have the honor to enclose to you, herewith, a copy of a Minute of my Executive Council having reference to the cancellation of the railway reservation on the mainland, made at the instance of the Dominion Government under Order of May, 1878.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia.  
Hon. J. C. AIKINS, Secretary of State for Canada.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant Governor, on the 14th day of May, 1879.*

The Committee of the Council have had under consideration despatch of the 24th April, 1879, from the Hon. the Secretary of State, informing this Government that the Privy Council had by Minute of the 22nd April, 1879, cancelled their Order of the 23rd of May, 1878, and revived their Order of the 7th of June, 1873, which fixed the terminus of the Canadian Pacific Railway at Esquimalt, and they advise that the Dominion Government be at once requested to inform the Provincial Government whether the following reserve made for railway purposes, at the instance of the Dominion Government, under the said Order of May, 1878, shall be cancelled, as it is highly undesirable that the land should longer be withdrawn from settlement, that is to say, a tract of land beginning at English Bay, on Burrard Inlet, and following Fraser River to Lytton; thence by Thompson River valley to Kamloops; thence up the valley of the North Thompson, passing near Lakes Alberda and Cranberry to Tete Jaune Cache; thence up the Fraser River valley to the summit of the Yellow Head Pass, or the boundary between British Columbia and the North-West Territories. The Committee further advise that a copy of this Minute be forwarded to the Dominion Government.

Certified, THOMAS BASIL HUMPHREYS, Clerk Executive Council.

## DEPARTMENT OF SECRETARY OF STATE, 2nd June, 1879.

SIR.—I am directed to acknowledge the receipt of your despatch, No. 42, of the 19th, enclosing a copy of a Minute of your Executive Council having reference to the cancellation of the railway reservation on the mainlands of British Columbia, under the Order of His Excellency the Governor General of the 23rd May, 1878.

I have, &c.,

E. J. LANGEVIN.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

## DEPARTMENT OF SECRETARY OF STATE, 18th June, 1879.

SIR.—With reference to your despatch, No. 42, of the 19th ultimo, and its accompanying Minute of your Executive Council; I have the honor to transmit to you, herewith, for the information of your Government, a copy of an Order of His Excellency the Governor General in Council, relative to the reservation of certain lands on the mainland of British Columbia for the purposes of the Canadian Pacific Railway.

I have, &c.,

J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

*COPY of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council, on the 12th June, 1879.*

On a memorandum dated 10th June, 1879, from the Hon. the Minister of Railways and Canals, stating that he has had under consideration a communication dated 19th May, 1879, from the Lieutenant-Governor of British Columbia, enclosing a Minute of his Executive Council of the 14th May, 1879, in reference to the reservation of land on the mainland of British Columbia, between Burrard Inlet and Yellow Head Pass.

The Minister recommends that the Government of British Columbia be informed that the object of the Order in Council of the 22nd April, 1879, was simply to rescind the Order in Council of the 23rd May, 1878, so as to leave the Government free to adopt whichever route might appear in the public interest the most eligible.

That it is not proposed to release the reservation of land on either route, and it is felt that this will result in no serious inconvenience for the short period which will now elapse before the location of the railway will be finally established.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSORTH, C.P.C.

Hon. Secretary of State.

## GOVERNMENT HOUSE, VICTORIA, B.C., 8th July, 1879.

SIR.—I have the honor to acknowledge the receipt of your despatch, No. 1693 on 303, of the 18th ultimo, enclosing a copy of an Order of His Excellency the Governor General in Council relative to the reservation of certain land on the mainland of British Columbia for the purpose of the Canadian Pacific Railway, and to inform you that I have referred your despatch and enclosure to my Executive Council for their consideration.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia.

Hon. J. C. AIKINS, Secretary of State, Ottawa.

## DEPARTMENT OF SECRETARY OF STATE, 11th October, 1879.

SIR,—I am directed to transmit to you herewith copy of an Order in Council, dated the 4th instant, confirming the Order in Council of the 13th of July, 1878, defining the line of route of the Canadian Pacific Railway through British Columbia to a point on or near Burrard Inlet.

I have, &c.,

J. C. AIKINS.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 4th October, 1879.*

On the recommendation of the Hon. the Minister of Railways and Canals, the Committee advise that the Order in Council of the 13th July, 1878, defining the line of route of the Canadian Pacific Railway through British Columbia to a point on or near Burrard Inlet be confirmed.

Certified,  
Hon. Minister of Railways and Canals.

W. A. HIMSORTH, C.P.C.

## GOVERNMENT HOUSE, VICTORIA, B.C., 29th October, 1879.

SIR,—I have the honor to acknowledge the receipt of a despatch from the Under-Secretary of State, dated 11th instant, enclosing a copy of an Order in Council dated 4th instant, confirming the Order in Council of 13th July, 1878, defining the line of route of the Canadian Pacific Railway through this Province to a point on or near Burrard Inlet.

I have further the honor to inform you that I have caused a copy of the despatch and enclosure to be laid before my Ministers.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieutenant-Governor of British Columbia.  
Hon. Secretary of State, Ottawa.

*By Telegram from Victoria, B.C.*

OTTAWA, 31st October, 1879.

Please forward copy Order in Council, thirteenth July, 1878, referred to in despatch 11th instant, as defining route Pacific by British Columbia.

A. N. RICHARDS, Lieutenant-Governor.  
Hon. Secretary of State.

13th November, 1879.

SIR,—In compliance with the request contained in your telegram of the 31st ultimo, I have the honor to transmit to you, herewith, a copy of an Order of His Excellency the Governor-General in Council, referred to in my letter of the 11th ultimo, on the subject of the route of the Canadian Pacific Railway.

I have, &c.,

J. C. AIKINS, Secretary of State.  
To His Honor the Lieutenant-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 3rd December, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 2727 on 1672, of the 13th ultimo, enclosing a copy of an Order of His Excellency the Governor General in Council referred to in your letter of the 11th October last, on the subject of the route of the Canadian Pacific Railway.

I have further the honor to inform you that I have caused a copy of your despatch and enclosure to be handed to my Ministers for their information.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia.  
Hon. J. C. AIKINS, Secretary of State, Ottawa.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 16th December, 1879.*

On a memorandum dated 15th December, 1879, from the Hon. the Minister of the Interior referring to the appointment of the Hon. J. W. Trutch, C.M.G. by Order in Council of the 9th instant, as resident agent for British Columbia, part of his duties being to assist and advise the Department of the Interior in the administration of the railway lands in that Province.

The Minister recommends that the Government of British Columbia be now requested to take steps, without unnecessary delay, to convey to the Dominion Government the lands for twenty miles on each side of the railway line in the said Province, pursuant to the eleventh section of the terms of Union between British Columbia and the Dominion, and in accordance with the location of the railway as described in the Order in Council of the 4th October last, a copy of which has been transmitted to the said Government.

The Committee submit the above recommendation for your Excellency's approval.

Certified,                    J. O. COTÉ, Asst. C.P.C.

Hon. Secretary of State.

DEPARTMENT OF SECRETARY STATE, OTTAWA, 9th January, 1880.

SIR,—Referring to previous correspondence upon the subject of the line of route of the Canadian Pacific Railway through British Columbia, I have the honor to request that steps may be taken by your Government, without unnecessary delay, to convey to the Dominion Government the lands for twenty miles on each side of the railway line in the said Province, pursuant to the eleventh section of the terms of Union between British Columbia and the Dominion, and in accordance with the location of the railway as described in the Order in Council of the 4th of October last, a copy of which was transmitted to you with Mr. Under-Secretary Langevin's letter of the 13th of that month.

I have, &c.,

J. C. AIKINS, Secretary of State.

To His Honor the Lieut.-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., 30th January, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 5th inst., requesting that steps may be taken by my Government, with as little delay as possible, to convey to the Dominion Government the lands for twenty miles on each side of the railway line through this Province, pursuant to the eleventh section of the terms of Union between this Province and the Dominion, and in accordance with the location described in the Order in Council of the 4th October last.

I have further the honor to inform you that I have caused a copy of your despatch to be referred to my Executive Council for their consideration.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieut.-Governor of British Columbia.

Hon. J. C. Aikins, Secretary of State.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 25th February, 1880.*

On a memorandum dated 18th February, 1880, from the Hon. the Minister of the Interior, bringing to the notice of Your Excellency in Council the fact that so far as he is aware, no action has been taken by the Government of British Columbia towards conveying to the Dominion the lands for railway purposes agreed to be transferred by the Province to Canada, under section 11 of the "terms and conditions of Union," in compliance with the Order in Council of the 16th of December last, a copy of which was duly transmitted to the Government of said Province.

The Minister recommends that the Government of British Columbia be again communicated with, and requested to comply with the terms of the said Order in Council, and that the necessary legislation with such view may be obtained during the ensuing Session of the Legislative Assembly.

The Minister further recommends in connection with this subject, that the Government of British Columbia be informed that the Hon. J. W. Trutch, C.M.G., has been appointed a confidential agent of the Dominion in that Province, and is fully authorized to represent the Government in all communications verbal or otherwise with the Government of the Province on the subject of the adjustment and transfer of the land grant for railway purposes set forth in the "terms and conditions of Union," and that Mr. Trutch is accordingly duly accredited to the Government of British Columbia with such view.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval, it being understood that all such arrangements before being finally concluded be sanctioned by the respective Governments.

Certified,

J. O. COTÉ, C.P.C.

Hon. Secretary of State.

3rd March, 1880.

Sir,—I have the honor to inform you that, so far as this Government is aware, no action has been taken by the Government of British Columbia towards conveying to the Dominion the lands for railway purposes agreed to be transferred by that Province to Canada under section 11 of the "terms and conditions of Union," in compliance with the request contained in my letter of the 9th ult.

I have, therefore, to request that the early attention of your Government may be called to the subject, with a view to a compliance with the terms of my letter above cited, and to the necessary legislation to that end being obtained during the ensuing Session of the Legislative Assembly.

I have further to inform you in connection with this subject, that the hon. J. W. Trutch, C.M.G., has been appointed a confidential agent of the Dominion in the Province of British Columbia, and is fully authorized to represent the Dominion Government in all communications verbal or otherwise with the Government of that Province on the subject of the adjustment and transfer of the land granted for railway purposes set forth in the terms and conditions of Union, and that Mr. Trutch is accordingly duly accredited to the Government of British Columbia with that view.

Yours, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor the Lieutenant-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, B.C., March 27th, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 3rd inst., requesting my Government to convey to the Government of the Dominion, the lands for railway purposes agreed to be transferred by this Province to Canada, under section 11 of the "terms and conditions of Union" and further informing me of the appointment of the Hon. J. W. Trutch, C.M.G., as confidential agent of the Dominion in this Province.

I have the honor to be, Sir, your obedient servant,  
A. N. RICHARDS, Lieut.-Governor of British Columbia.

GOVERNMENT HOUSE, VICTORIA, B.C., April 1st, 1880.

SIR,—I have the honor to enclose a copy of a Minute of my Executive Council, dated 27th ultimo, by which you will see that the necessary steps will be taken at the ensuing Session of the Legislature, to convey to the Dominion Government the railway lands on the mainland alluded to in your despatch of the 3rd ultimo.

I have the honor to be, Sir, your obedient servant,  
A. N. RICHARDS, Lieut.-Governor of British Columbia.

Hon. J. C. AIKINS, Secretary of State, Ottawa.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 27th day of March, 1880.*

The Committee of Council advise that the Dominion Government be informed that the legislation necessary to transfer the railway lands on the mainland, alluded to in the despatch of the Hon. the Secretary of State, dated the 3rd day of March, 1880, will be undertaken at the ensuing Session of the Legislature.

Certified, THOS. B. HUMPHREYS, Clerk of the Executive Council.

GOVERNMENT HOUSE, VICTORIA, 11th October, 1880.

SIR,—I have the honor to enclose to you, herewith, a copy of a Minute of my Executive Council, dated the 4th day of October, instant, inviting the attention of the Dominion Government to the representation made by this Government regarding the commencement of the Island Section of the Canadian Pacific Railway not later than next spring and respectfully requesting that this Government be informed of the arrangement made by the Dominion Government for carrying out the above object.

I have the honor to be, Sir, your obedient servant,  
A. N. RICHARDS, Lieut.-Governor of British Columbia.

Hon. Secretary of State, Ottawa.

*COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 4th day of October, 1880.*

The Committee of Council deem it advisable that the attention of the Dominion Government be earnestly invited to the official representation made by this Government respecting the expediency of the Island Section of the Canadian Pacific Railway being commenced not later than next Spring, and that the Dominion be respectfully urged to make such arrangements as may be required to commence and vigorously prosecute the work in the early part of the coming year.

The Committee advise that the Dominion Government be also respectfully requested to inform this Government of their arrangement for carrying out the above object, and that a copy of this Order (if approved) be forwarded to the Hon. the Secretary of State.

Certified, T. B. HUMPHREYS, Clerk of the Executive Council.  
28th September, 1880.

GOVERNMENT HOUSE, VICTORIA, 16th October, 1880.

SIR,—I have the honor to enclose to you herewith a copy of a Minute of my Executive Council dated the 14th day of October instant, authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement, to construct the Island Sections of the Canadian Pacific Railway, to point out the advantage to be gained therefrom as well as the serious injuries sustained by the Province in consequence of the withdrawal from sale and settlement for the past seven years of the extensive area of valuable lands along the east coast of Vancouver Island.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, Lieutenant-Governor of British Columbia.  
Hon. Secretary of State, Ottawa.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 14th day of October, 1880.

The Committee of Council are of opinion, that the interests of the Province require that some person resident at Ottawa, should be authorized on behalf of this Government, to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island Section of the Canadian Pacific Railway, and at the same time to point out the commercial and economic value of the work, as well as the serious injury sustained by the Province, by the withdrawal from sale and settlement for the past seven years, at the instance of the Dominion Government, of the extensive area of valuable lands along the east coast of Vancouver Island without even the compensating advantages of railway construction, aside from the larger question of wealth and prosperity involved in its completion.

That such authority should be given at once so as to afford ample time and opportunity to the Dominion Government, to make their arrangements for proceeding actively with the work, and without further delay.

The Committee, therefore, advise that the Hon. A. DeCosmos, M.P., who is now, it is believed, in Ottawa, receive such authority, and that he be requested upon his accepting the same, to report the result of his proceedings to this Government from time to time.

It is further advised that copies hereof (if approved) be forwarded to the Hon. the Secretary of State and to the Hon. Mr. DeCosmos.

Certified, T. B. HUMPHREYS, Clerk of the Executive Council.

25th October, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 11th instant, enclosing a copy of the Minute of your Executive, dated the 4th of that month, inviting the attention of the Dominion Government to the representation made by your Government regarding the commencement of the Island Section of the Canadian Pacific Railway not later than next spring, and also requesting that your Government may be informed of the arrangement made by the Dominion Government for carrying out that object.

I have, &c.,

J. C. AIKINS, Secretary of State.

To His Honor The Lieutenant-Governor of British Columbia, Victoria.

4th November, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 16th ultimo, enclosing copy of a Minute of your Executive Council of 14th ultimo, authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island Section of the Canadian Pacific Railway, to point out the advantages to be gained therefrom, as well as the serious injuries sustained by the Province in consequence of the withdrawal from sale and settlement, for the past seven years, of the extensive area of valuable lands along the east coast of Vancouver Island.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

To His Honor The Lieutenant-Governor of British Columbia, Victoria.